139

CLATSOP
COUNTY
HISTORICAL
SOCIETY

NINETY-FIVE YEARS AGO this is the way the first school house in Astoria looked. This picture, in possession of the Historical Society, was taken in 1866. J. D. Beardorff was teacher of the school at this time. The school was operated until 1885-86 according to the best historical information. Polly McKean Bell was a student here in the bad clinn. Her sisters as well attended the classes in the old structure. The old building has undergone many changes down through the years. It is now a plumbing shop. (Museum Photo)

YOUNG ASTORIANS from 1839-60 until approximately 1862-3 attended school in the above structure. However, not all of the original school building is left. This building, on the corner of Ninth and Exchange, is the first public school structure ever erected in Astoria. Six members of the class that attended the school in 1862 and 63 are still living. After the school closed students went to classes in the McClure school building. The school first offered high school work but this was later stopped. (A-B Photo)

It's A Centennial Year For Astoria's Schools

By JOHN NELLOR
A-B Staff Writer

Clanging school bells which will ush Astoria's youngsters back to ss classroom this September will sound the klaxon on more than 100 years of public education for this community and will mark the 100th anniversary of school district one, which still, today, provides free public education for this cities young.

Springing from humble origins in 1854 in a rude wooden church building on the present corner of 9th and Bond streets, public education has grown to encompass the 5000 youngsters and more than 150 teachers, administrators, supervisors and janitors now employed. Financially the district has risen from an 1858 school budget of $270 to the expenditure annually of more than one million dollars.

Schools Stands

Site of the first school district, in 1850-51, still stands at the corner of ninth and Exchange streets. Memories of classes held in this structure in the 1850's are recalled by six persons now living. One of Astoria's most revered educational figures, Dora Bedollet, began her teaching career in the structure.

Miss Bedollet had for one of her students in 1852-53 Mrs. Polly McKean Bell. Forty years later she had as a student Mrs. Pall's son, Rumble Bell, who attended Astoria high school in 1922. Her educational career in Astoria thus spanned a record number of years in this cities history. She left her students to remember an indelible mark on the culture of the community.

Students Named

Along with Mrs. Bell in the 1852-53 class at the school were her sisters Mrs. Catherine McKean Tee, and Mrs. Winifred McKean Gunn. Other students at that long forgotten era are Mrs Pearl Callender, Mrs. Henrietta Holson Prael and Will Burbidge.

In 1885 the little structure, after 32 years service, ceased to exist as a school building, Astoria's population crowded and schools overtaxed in the district attended McClure teachers in the days before 1855 were professors Brown and Maxwell.

First School Built

The first school built in Astoria was constructed at the corner of the present ninth and Exchange streets. A portion of the original building, now old and weather beaten, still stands. Thus began the school construction problems that were to plague generations of Astoria school directors. It has been a constant fight to establish adequate schools for the growing and everchanging school population down to the present day.

This school development, which has spanned the 100 years, has seen more than 11 school structures built, rebuilt and replaced as progressive school leaders attempted to meet changing educational trends.

First Teacher Named

Mrs. Watt was the first structure began in 1859 and the first class met their teacher, the first public school worker in Astoria, in 1860. He was J. P. Maulsby. Maulsby was succeeded by Mr. and Mrs. J. D. Beardorff. Dr. Owen Adair came as assistant in the second term of that year.

Between 90 to 100 students were in the school which combined kindergarten, grammar school and high school. High school students were dropped by the district when Grace Church parish, which had been operating a high school studies was started. It was a private school. Attendance at the free public school dropped to 64 with the termination of high school studies. It was not until 1890 that the free public high school was established.

Old Records Listed

The roll of the first public school pupils will names of persons still remembered in Astoria. Names which are familiar today as pioneer descendants still walk the streets of their fathers' homestead.

In 1860 the first school house, at the ninth and Exchange site, had a class membership of 47. A roster of the class reads like an Astoria historical hall of fame.

J. C. Beardorff was teacher of the class. It's members were Benjamin Brown, Mary G. Brown, Mary Stevens, Roley Willard, Lizzie Ross, Helen Adams, Emeline Cat penney, Harriet Hanlon, Bender Layton, Frank Taylor, Horace Brown, John Trenchard, Amelia Stevens, Sarah Farrel, Alfred Crosby, Eben Parker, Henry Cox, Nancy Gunderson Boelling, John Logan, William Metzger, Curtis Trenchard, David Welch, James Farrel, Frank Stevens, George Hill, George Flavel, Millie Miller, Mary Hastie, Hessie Bolger, Eliza Boelling, Mary Taylor, Charlie Rogers, John Welch, Julia Johnson, Albert Ross, Nealy Olney, Noyes Welch, Cyrus Shively William Adams, Gaines Adams, Mike Logan, John Campbell Joseph Shively, Noyes Wirt, William Adair and Samuel Anair.

Perspective Listed

This group of pioneer students sat in school district number one classrooms five years before Oregon became a state. The era of Lincoln and the terrible, bloody clash between the states was only a darkening cloud gathering over a house soon to divide itself, while Astoria ancestors had professor Beardorff to prompt them in their lessons.

One important factor influenced the character of Astoria public education throughout its development. That was the isolation of the two-thirds of the town. The isolation, and the hearing it engendered, had an effect on public education that is, only today being wiped away. The petty sectionalism of those early days began deteriorating when roads and other means of intercommunication ouncured the wilderness.

Early School Reviewed

Professor Beardorff styled his terms of office "Exchange" school. Recollections of former students and historical records illustrate that the school never had a formal name), and was succeeded by Professor R. K. Warren. From 1859 until 1869 teaching chores were divided between Professor Fenton and his wife and Professor Robb.

The man who is probably the first official principal in Astoria education history was named to that office in 1874. He was W. L. Worthington.

Autonomy Destroyed

School district number one was broken up into six separate school districts in 1872. Upper Astoria had been set up to create a school district, as school district number six in 1868 but did not start one until 1874.

The separation of school functioned in the city existed until 1902 when, by an act of the state legislature the four districts were consolidated in Astoria as school district number one. Boelling, outside the city were discontinued. The town itself, long divided, was not joined by official act until 1891.

Private schools conducted most of the secondary education in the city until nearly 1895. One such school was conducted by Miss Emma C. Warren. All the grammar grades were taught and advanced subjects, including Latin and Greek, were offered. In 1890 a merger with the public high school which was re-established in the old Astor school, and at Andrew Dalgity, an early settler.

High School Re-Starts

From 1890 until the present high school structure was erected in 1911, Astoria secondary school students attended classes in the old McClure building. In 1911 high school students went "up the hill."

The frantic race with population trends and growth problems which has been the lot of Astoria school directors down through the generations may be gauged.

Schools Built

In 1902 the first of the long parade of comparatively modern school structures was built.

Known as Shively school, with six classrooms and no play area it was constructed on the lot between 16th and 17th and Franklin and Exchange. Additions down through the years added four more rooms. The building was first constructed as a part of school district 18. It became the property of the present school district when the merger of districts was completed in 1892.

Costs Less

School costs, compared to today's skyrocketing prices, were low. No actual cost of the Shively school can be found. It was appraised, in 1907, at $5000.

McClure school, the third in the parade of school construction, was built in 1903.

It cost some $20,000.00, was frame construction and had eight classrooms. Located between Franklin and Grand and 7th and 8th, it was used and completely remodeled in 1919. Currently 20th century youngsters romp on the old school site. It is now a city play ground.

Between 40th and 50th and Elm and Duke streets the old school district 26 constructed a building which Astorians, known as Alder School. In 1907 the four room two-story structure was appraised at a value of $3000.

Hotly Debated Issue

The early 1900's saw no abatement in the heated school constructing race. First in with the high school structure was Taylor school. Other schools were built and it is not "Taylor Street" school as the old school is often erroneously termed. The building had four rooms and was located between Columbia and Cleveland and Melbourne and Lincoln streets. It was rebuilt and expanded many times throughout its long and varied history. It is one of the few schools whose disposition is fully known.

The reverend Ellis Keyes Condon, who was pastor of the church in early times, now at Nasalle, purchased the building. He remodeled it and took it by barge to Nasalle where he built what is known as one of the outstanding homes in the area.

Were Remodeled

In 1911 the present Astoria high school was constructed. It cost $165,000. The annex, Patterson hall was built in 1926. Another $77,000 was spent for this building which houses a gymnasium and Central junior high school.

Compared with wages, retail clothing and food prices, the school costs today it is roughly equivalent to the near one million figure. Astoria's new high school, a proposed new high school. Officer Seeley which will be open for use of the new high school over the old are increase in size and scope of $125,000.

Two schools were built in 1918 Ones, at 3rd and 4th and Chatham and Kinderman and Astor Court school, where the present Robert Gray school is situated. In 1924 the present Gray school was built, at a cost of $321,777.78. A new gym, costing some $25,000 was built three years ago. Central school, which was renamed Lincoln and Clark and 14th in 1908, was built in 1917. It cost the district a total of $177,485.25. The third in the line of current grade schools, John Jacob Astor was built in 1925. It cost $200,000.

New Situation Faced

Historical records and the memories of Astorians are replete with changes in the management of school organizations in the city of Astoria during its one hundred years of school history.

School boards have been changed "throughout the years and it seems the voting eye of the public is the touchstone of citizens who have seen fit during the long years of the life of the school in the community.

Among recent school leaders have been Superintendents Attebery, Hampton, James Burgess and the current incumbent, T. A. Wells.

The ebb of school leaders accounts for more than 30 years of the 100 years public schools have operated here. Present board members are Lamont Ross, chairman, Evelyn Lindstrom, Kermit Glimre, Dr. E. W. Harvey, son Dr. H. Gus.

Seems Changes

Planning and change to meet the situation will be the order of time and the weather has characterized the one hundren year development of Astoria's public schools. They have assumed a place of leadership in school circles throughout the state.

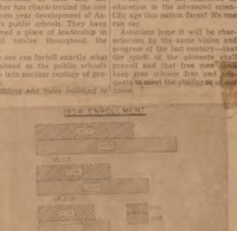
No one can foretell exactly what lies ahead as the public school move into another century of progress.

—Building and sales building to

NOW A PRIVATE HOME on the Washington side of the river the old Taylor school was once a proud landmark of Astoria public education. The school was erected in 1902. The Reverend Ellis Keyes, former Congregational pastor here, purchased the school and barged the lumber across river to Naselle where he built a home which is reputed to be one of the landmarks of the Sunset Empire. The school was located at Columbia and Cambridge streets.

ONE OF THE EARLIEST schools was the Shively school. It was located between 16th and 17th and Franklin and Exchange streets. The original building had two classrooms and a play shed. In 1890 an addition of four rooms was erected. The building was under the jurisdiction of the former school district number 18, which became part of school district number one in 1883. In 1921 the building was appraised at $5000. The original cost of constructing the frame building is not known.

BUILT TO REPLACE the Ninth and Exchange street school in 1885 the McClure school was in service in Astoria for 26 years. It was condemned and [illegible] destroyed in 1919. The old building [illegible] room originally. The site is now occupied by the city. High school classes were held in the building until the present high school was built in 1911. The building originally cost $20,000 to erect, according to the estimate. No exact figure [illegible]



THE PROBLEM FACED by city school directors in the future is visualized by the above graphs, prepared by Dr. Carl Huffaker, for the city district. They are ones of increasing school population and rising birth rates. The horizontal graph illustrates the expected enrollments in the various grades to 1958. As can be seen a high school enrollment of 710 is anticipated by 1958. The vertical graph is representative of the number of births in Clatsop county. The 1950-52 bar shows the amount of youngsters to be educated in the future here.

ALSO AN EARLY entry in the school construction race was Alderbrook school. Located on 49th and 50th and Elm and Duke streets, the structure had four rooms was a frame building. In 1907 the building was praised at a cost of $4000. In 1917 a small gymnasium was added at a cost of $400. In 1919 two one-room portables were built at a cost of $2700. Steam heat was put into the building in 1923. The cost was $2700. The construction figures are minute compared to today.

Small Tax Proposed to Build Clatsop Historical Markers

The newly-formed planning committee of the Clatsop Historical society is establishing a master plan for development of historical sites that envisages a tax levy of 0.5 mill or so to raise funds for a permanent program, Walter Johnson, historical society president, told Gyro club members at their weekly meeting Tuesday noon in the Club 13.

Johnson appealed for support of the program, pointing out that development of historical sites will have a definite monetary value in bringing more tourists here and keeping them longer in the community.

FORT INCLUDED

The master plan calls first for development of the Fort Astoria site at 15th and Exchange streets with clearing, grading and temporary improvements now and a permanent marker as soon as funds are available, Johnson said.

It also calls for improvement of Fort Clatsop site on Lewis and Clark river as the second step in the program, he said. Shark rock site, locations of the first post office and first custom house west of the Rockies are other sites scheduled for attention.

LITTLE BURDEN SEEN

A half mill levy added to the present county tax levy of 10 mills would provide no noticeable additional burden on the taxpayers and provide a fund of around $8000 annualy for the society's work, John son said.

Steps will be taken to get a measure for such a tax levy on the ballot for the November election, Johnson announced.

Frank Bristol, organizer for Optimist International, told the Gyros the aime of hi service club and invited suport for a new Optimist club to be started in Astoria soon.

"Friends of the boy" is the Optimist slogan and work for boys is its main purpose, Bristol said.

Larry Snyder, Gyro president, called on members to sell a few remaining tickets for the third in a series of Gyro-sponsored Broadway plays at the Viking theater May 17. "Kiss and Tell" is the play presented by a Civic Drama guild company.

FROM MR. POLLARD

To the Editor:

The people of Clatsop county, and of the whole state of Oregon, owe the Astorian-Budget many thanks for your admirable support of the program of the Clatsop County Historical society. Your publicity and approval of the activities of that society have helped greatly to make a success of its efforts.

Astoria, and many other communities of Oregon, recognize the need for a museum in which to preserve and display historic records and relics of the community. Some cities and counties have already taken steps to secure a building for that purpose: in Tillamook the old court house is being so used and yearly attracts thousands of local and tourist visitors; recently the Coos-Curry Pioneer and Historical association has erected a temporary, but very pleasing, building to house its collections; the Southern Oregon Historical society (Jackson, Josephine and southern Douglas counties) has undertaken, with the promise of success, to turn the old county court house in Jacksonville into a museum for that area; similar efforts have been inaugurated in several other counties.

It has now come to my attention that the Clatsop County Historical society has applied to the county court for the use of the Flavel residence to constitute a memorial museum in Astoria. If my information is correct that historic old residence can be so used; it would certainly make an excellent museum—is in itself a historic relic—until such time as the memorial library and museum are constructed.

I am confident that you will lend this enterprise your support and I trust that the county court will grant the societys request. A museum will be a valuable new asset to Astoria.

Sincerely,

Lancaster Pollard,
Superintendent, Oregon Historical Society.

Our foreign policy is not going [illegible]

Evening Astorian Budget

An Independent Newspaper
Morning Astorian (1873) and Evening Budget (1892) Consolidated

4 Astoria, Oregon, Wednesday, November 7, 1951

Harry M. Flavel

It's never too late to say something good about somebody, particularly if that somebody happens to be a man like the late Harry Flavel.

Much good has already been said. It will not be necessary to leave his worth for future generations to eulogize. He was a man who was honored and loved as he lived.

His life was a credit to his ancestors who help found Astoria. What he had to give was different than what they gave to this community, but what he gave was difficult for many of high station and important lineage to give.

He gave a cheerful self effacement, a warm and gentle honesty that the world needs much of these days.

He considered all men of both high and low estabishment his friends. He asked nothing of them, but that he be able to greet them with his cheering smile and to live in comfortable honesty with them.

It is not surprising that upon his passing that scores of messages and letters from various corners of the nation remarked upon the "memory of a great friend."

Mr. Flavel shunned high offices that were thrust toward him, preferring to sit quietly with the multitude, which perhaps was his source of strength.

He was one of those rare people, a fifth generation Astorian. Even though this is one of the oldest cities of the west, few fifth generations have lived here.

Certainly there have been few of any generation who have lived here with as much grace.

One friend in a note of confidence summed up the feeling of many with "we'll miss your smiling face along Commercial street."

Miss Patricia Flavel formally deeded the Flavel home south of the court house to Clatsop county. Judge Guy Boyington said the county relief department and Red Cross might be housed there.

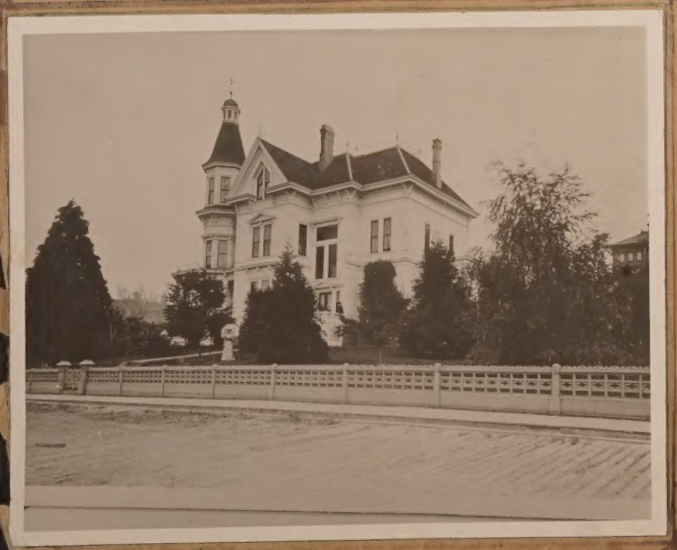
PSR 4-1936

Former Astorian Here from Hawaii Approves Museum

Mrs. Ted Cherry, former Astorian who has been making her home in Honolulu, is a house guest of Mrs. R. R. Bartlett, following a visit with Mrs. Frank Sanborn at her home on the Nehalem river.

Mrs. Cherry plans to go to Spokane, when the weather cools there, and travel a bit in the states before returning to her island home.

She expressed her enthusiasm over the historical museum and her approval of the way in which the many additional items are displayed since she last saw it. She is planning to contribute more articles from the Cherry estate to the exhibits.



1935

Harry M. Flavel, Descendant Of Pioneer Families, Dies

Harry Melville Flavel, descendant of three of Astoria's oldest pioneer families, died Friday night at his home on 10th street after an illness of about a year. He was 69 years old.

Services are planned Tuesday at 1:30 p. m. at the First Presbyterian church of which he was a lifelong member and where he served as an elder for 25 years. Dr. Henry Marcotte, who recently retired as interim pastor of the church, will officiate at the services. He is pastor emeritus of the church.

Harry Flavel, who was born May 3, 1858, in Astoria, was the son of Capt. George Conrad Flavel. His mother before her marriage was Wenona Callender. His grandfather was Capt. George Flavel who married the daughter of Conrad Roelling.

The ancestors of both the Callenders and the Flavels settled in the Astoria area about 1850. The Roellings came to Astoria in 1848.

The deceased had been a leading figure in Astoria business circles until his semi-retirement several years ago.

After his graduation from the old Portland academy in June, 1876, where he had captained the football team, Flavel entered the lumber business at the Callender mill where he worked under an uncle, Ralph Dyer, manager of the mill.

He was president of the First National bank of Astoria in the 1930's until it became a branch of the Northwest bank. Flavel was the third generation of his family to serve as either president or vice president of the bank.

The bank had been founded by his grandfather, Capt. George Flavel, who pioneered in the shipping business in Astoria and on the Pacific coast.

He then went to work in 1910 for the Knappton Tovrboat company which he was a stockholder. The company had been founded by his mother's father, Melville Callender.

After 18 years with the company, he retired before the last war, but returned to the firm for a short time after the war.

During the first World War he was in ROTC training at the University of Oregon, but the war ended so he was assigned to an officer's training camp in Texas.

During the last war he served in several civilian defense posts and was employed at the CRPA shipyard.

He married his surviving wife, Florence Sherman, in Eugene June 7, 1924.

Survivors also include four children, Patricia Jean Flavel, Oakland, Calif.; Mrs. Virginia Flavel Malenfant, Oakland; Mary Louise Flavel, Astoria; and Harry Sherman Flavel, Astoria.

Four grandchildren also survive.

Arrangements and further details of the service will be announced by the Hughes-Ransom mortuary.

HARRY FLAVEL

Oak 26-1951

HARRY MELVILLE FLAVEL

Services for Harry Melville Flavel, 80, native Astorian and a member of one of Astoria's most prominent families, will be held Tuesday at 1:30 p. m. at the First Presbyterian church.

Dr. Henry Marcotte, untilrecently pastor emeritus of the local Presbyterian church who now is interim pastor in Salem, will officiate. Burial will be in Ocean View cemetery and the services are under the direction of the Hughes-Ransom mortuary.

Mr. Flavel died Friday evening at his home at 357 Fifteenth, after a long illness.

Serving as casket bearers will be Joseph Dyer, Phil Cherry and Allen Cellars of Astoria and Melville Callendar, John Reis and Fred Meyer of Portland.

The honorary pallbearers will be Rear Adm. Frank L. Watson Peden, Gen. William E. Stewart, La Jolla, Calif.; Conrad N. Stanley Fetch, Cleveland, Ohio; Louis W. Dyer, San Rafael, Calif.; R. L. Gervin, Johnson City, Tenn.; Harold E. Penniera, Calif.; Dr. John O'Leary, Olympia; Curtis Dyer, San Francisco; Donald Sherman, Junction City, Ore.; James H. Polhemus, Walter K. Hood, Peter Whittlesey, Elliott Corbett, E. B. MacNaughton, R. A. Higgins, W. J. Gray, Lamar Tooze Sr., J. W. Allebredge, and Rinard W. LeBeck, Portland.

Emil Nyman, Mgs. A. C. Knack, William Cochran, James Hogg, Kermit Gimre, E. K. Arwood, Judge Howard R. Zimmerman, Floyd Reith, and A. W. Norblad, elders of the Presbyterian church, and T. B. Cook, until recently an elder of the church.

Guy Rea, Dr. J. V. Straumfiord, John Tapscott, Frank Spittle, Arthur Dempsie, Dr. Orval Eaton, Emil Bjork, Mrs. Polly Bell, Mrs. Herman Frank, Peter G. Gonovich, Charles Dodge, Tom Hansen, all of Astoria.

Mervin E. Davis and Claude Asquith, Seaside; Mrs. William Warren, Henry Setiers and Leonard Mansur, Cannon Beach; Lawrence Rogers, Hammond; Charles Johnson and Walter Johnson, Warrenton.

SOUVENIRS OF TRAGEDY

The water bucket and the big bell are only two among many exhibits in the "ship room" of the county historical museum. They attract much attention, however, as they are from two of the most famous wrecks of the area: the "Peter Iredale," still to be seen in the sands of Clatsop spit, and the "Shark", which furnished the cannon that gave Cannon Beach its name.

CRAFT OF EARLIER DAYS

In the front hall of the museum you will find this Indian canoe, made of a single cedar log. White men found they had something to learn from the natives in boat design: these canoes were suitable for long ocean voyages.

PIONEER SPINNING WHEEL

No shopping centers in early Astoria for milady to buy a gown or clothing for her children. Like many another handicraft machine, this flax-spinning wheel crossed the plains to reach the Pacific shore.

(continued from preceding page) these single-log canoes that the others one of the dugout canoes design was copied by the Indians of the Clatsop Indians. So skilfully and excellently made were the canoes like this one, the Clatsop Indians traveled the inland waterways and even ventured out to sea after whales. Working entirely with fire and primitive tools, and using their hands on either side of the wood for a gauge, the Indians shaped their boats to precision thickness of the sides until only once inch or two remained, as such.

Elsewhere in the museum you will see all kinds of interesting relics and craft of early northwest history. An old hand-carved grandfather clock, a butter churn and candle molds, a crystal chandelier brought from Czechoslovakia, the ceremonial satin dress of the Astoria regatta queen of 1901, a Chippendale wheel, and many more curiosities, each with a label telling its story.

The house itself contributes much to the interest of your visit. As the descriptive folder will tell you, a special feature is the collection of fireplaces. Mrs. Flavel wanted to be warm and comfortable when she came to live the latter days on the ocean, so his home was fitted with six fireplaces.

The one in the hearth of which was brought from a different European or Asiatic country, the mantels are hand carved of rosewood, mahogany walnut or maple.

Interesting Wood

Panelling in the centre is of redwood, trimmed with Philippine mahogany and other rare woods. Notice the very hand-duty floor runners of Venetian blinds—shutters with wooden slats that could be opened or closed. The high ceilings, heavily panelled doors with impressive hardware, and primitive coal sink all reflect the wealth of the owner.

It was a lavish and expensive home, the kind that one would expect a leading Astorian to have built in that day and age. Flavel himself was one of the wealthiest men in the northwest to establish the million dollar mark toward the end of the 19th century. Fourteen or 15 days!

The family remained the home of Mrs. Flavel and her daughter after the regatta days, and the oldest daughter, Miss Nellie Flavel died in her room on the second floor. Miss Patricia Flavel decided the property to the county in 1951 as a historical museum. The museum is operated entirely with admission fees, which the county in turn uses for the property.

The castle runs a full block wide and the grounds are very much worth seeing for their trees and flowers, particularly a magnificent rhododendron bush.

When you leave the museum and grounds, make your way down Astor street and head south, for Astoria is a city of hills and the direct route out of Astoria will follow the main highway.

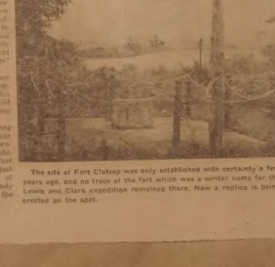
CAPTAIN'S HOME

Known locally as "the old Flavel home", this elegant Astoria period piece was built by a notably skillful and daring bar pilot of early river days. The high cupola commands a fine view of the mouth of the Columbia.

THOSE WERE THE DAYS . . . .

. . . . of crystal chandeliers and ornate fireplaces. The many fireplaces of the Flavel home are notable for rare wood mantels and intricate design.

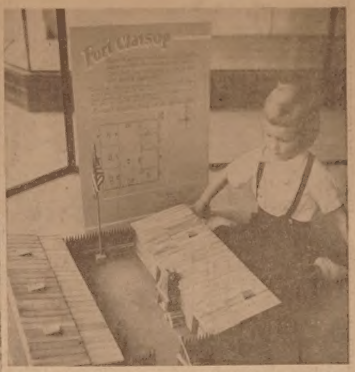
WHERE EXPLORERS LIVED



The site of Fort Clatsop was only established with certainty a few years ago, and no trace of the fort which was a winter home for the Lewis and Clark expedition remained there. Now a replica is being erected on the spot.

Sesqui...nnial Interest High in Restoration of Fort Clatsop

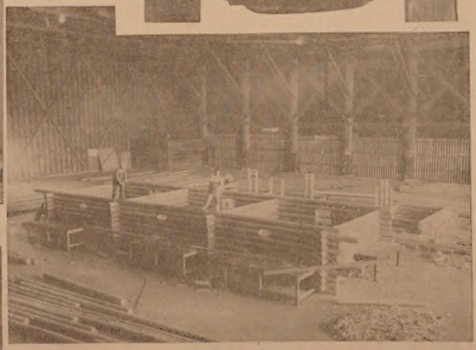
HORSE POWER Some of the 478 specially cut logs from the Crown Zellerbach Columbia tree farm near Vernonia are here getting their peeling, part of complicated process in restoration of Fort Clatsop, 1805-06 winter quarters of Lewis and Clark. Horse is named Red. Driver is Bill Pringle, and packer is Ray McCoy. Restoration of fort and its dedication on August 21 will be part of festivities of the sesquicentennial.



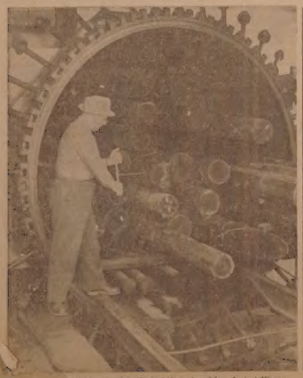
FORT Little Cheryl Hjorten, 4, daughter of Mr. and Mrs. Fred Hjorten, admires small model of Lewis and Clark fort, which those two explorers built in three weeks near Lewis and Clark river. Model was built by Dorothy M. Bell of the fort restoration committee.

CRAFTSMAN Olavi Hietaharju, who was born in Finland and learned painstaking art of erecting log cabins there, was drafted to oversee job of putting up the restored Lewis and Clark Fort Clatsop, to exact specifications of the famed Northwest explorers. Site, on first high ground near Lewis and Clark river, is four miles from Astoria.

The historical sign (right) marks the junction of county road, .3 mile long, with U. S. highway 101, where cars turn to reach site of old fort. Turnoff is 14 miles north of Seaside, or 3.4 miles south of Young's Bay bridge. See map.



HANGAR Restored fort, which was cut and put together inside old navy hangar at Astoria airport before treatment of wood, looks like child's toy inside big building. Pieces of jigsaw were numbered for assembling ease.



...Phillips, superintendent of the waterproofing plant at Wausau, ...penetration of chemicals with increment borer in testing ...ready to stand weathering of a century or two to come.

TOOL Lewis and Clark, who put up fort in the ...nature Ivan Bradley uses a power ... logs. Entire notching and first assembling job ... marks, never had it so good. Here vol... work on one of the specially selected ... done under cover of navy hangar.

SITE Just beyond this old spare tree and at right is site of the restored fort. Fort Clatsop site has long been a little park, with marker and picnic tables, to seven acres in all. None of original trees still stand.

The Oregonian
January 4, 1953

Mansion Houses Relics

ASTORIA, Jan. 3 (Special)—The historic Flavel mansion (above) houses an ever-increasing number and variety of articles from the Northwest's colorful past. Capt. George Flavel, early-day maritime figure here, built the residence in 1814. It is being revamped into a county historical center.

ASTORIA, Jan. 2 (Special)—Harry W. Davidson, curator-custodian of the historical center, stands beside a model of the Columbia, Capt. Robert Gray's ship. Rooms in the old Flavel mansion are being arranged according to the nature of museum pieces available. Still under repairs is marine room.

Flavel Home Now Museum

Gifts Pouring In Since June Start

BY PATRICIA WHITE
Assistant Entertainment, The Oregonian

ASTORIA, Jan. 4 (Special)—When Harry W. Davidson gets up in the morning, he's never certain what new belonging will be in his home by nightfall. As curator-custodian of the Clatsop County Historical center in Astoria, Davidson's days are filled with surprises in the form of contributions of historical interest.

The center was opened in June of this year after months of preparatory work. Since then it has developed with rapid progress through the efforts of Astoria civic groups and individuals interested in northwest history.

Members of the Clatsop County Historical society have provided leadership for the program. In May, 1951, they made the first arrangements to obtain the old Flavel mansion at 8th and Duane for the center. The house was built in 1884 by Capt. George Flavel, pioneer bar pilot and shipping figure.

It had been used by the county after being given to it by the Flavel family. The county court gave the society permission to use the mansion as a museum, with the intention of later taking it over.

They found it in need of thorough remodeling. The floors needed sanding and refinishing. The walls were moldy and had to be cleaned and replaced. The yard was overgrown. The entire building and grounds were a challenge.

Setting a weekly meeting date, the society went to work. They spent long hours scrubbing and redoing. The local Lions club donated time to clean up the neglected lawns.

Proper Setting Created

Now, after more than a year of work done in odd hours, the mansion is retaking its place as a civic attraction. As an old house of historic interest in itself, it is ideally suited to house an historical museum.

One of the first projects of the society was the curatorship's appointment. Davidson and his wife now have a pleasant set of rooms behind the library.

When he is not busy guiding visitors through the museum, Davidson may be found with a paintbrush working on the exterior walls. The paint here has weathered it must be burned off with a torch before the walls can be refinished. Members of the society share the work with Davidson's assistance.

A retired train dispatcher, it was a natural move to Astoria in 45 from Seattle. He has assigned himself a daily task, in addition to his other duties. Shortly after he came, he placed a lettered "freedom" lamp in a cupola at the very top of the mansion. Now, every day, he refills it, and lights the light burning constantly to remind everyone that freedom is a daily job. It is a tradition in keeping with the romance of the history treasured on the floors below.

Original Floor Plans Of Flavel Home Given

The original floor plans and architect's drawings of the old Flavel mansion, now the Clatsop County historical society's museum, have been presented to the society by Miss Patricia Flavel of Berkeley, Calif., who is visiting at the Flavel summer home in Seaside, the society announced Wednesday.

Miss Flavel is giving several other relics of early Astoria days that were in the Flavel family archives, the society said. A San Francisco architect named Leick drew the plans for the home.

Clatsop County Is Invited To Old Flavel House Picnic

The whole town of Astoria and all of Clatsop county are invited to a picnic to be given by the Clatsop County Historical society Saturday, May 10, on the grounds of the old Flavel house.

The picnic, which is to be an all-day event, will be in the nature of a work day, and people bringing a sandwich or two, each person is asked by members of the society to come to undo or help, accomplished by pruning shears, saws, shovels, hoes and any other garden equipment.

Plans for the "old house picnic" were made last night at the meeting of the Clatsop County Historical society held jointly with the Flavel House Memorial committee, at the home of the society president, Dr. Ralph E. Kuilberg.

Officers Elected

During sessions held by members of the historical society, Dr. Eugene W. Kuilberg was unanimously elected president, succeeding Walter Johnson, who has served for two years.

Miss Zoe Allen was named vice-president of the group, August Hildebrand, historian, and Phillips Seabrook, secretary-treasurer.

The board of directors consisted from the floor and voted in were Walter Johnson, Charles Dodge, Miss Barbara Bates, Mrs. Gordon Sloan, Arthur Despain and Otto Owen.

With some 50 members, and membership growing daily, the society made the Flavel Memorial committee "an organization with power to act within itself," but to be assisted and guided by the board of directors of the society.

To Petition Court

This committee will meet with the county court in the near future to seek permission from the court to gain admission to the old house, clean it, repair it where necessary, and throw it open to the public, both local and tourist.

Enthusiasm in fixing up the historic and stately landmark mounted through the two-hour meeting, which included a meeting of both the Flavel Memorial committee and the board of directors.

Carpenters To Help

Marshall Leathers and Mrs. John Tapscott were appointed to head the committee for coffee for the picnic. Dave Rowe took the stand to say he was sure that several members of the carpenters' union would donate their time and skills in doing any repair work during the day. If Dr. Kuilberg would appear at the next carpenters' union meeting and address them on the subject.

Charles Dodge declared that the

Flavel House "Sweep Out" Party Held

Well, the old Flavel house got a good "sweep-out" and had its lawn "lawbered" and some of its shrubbery "manicured" Saturday by civic-minded residents of the county.

Dignified dowagers, some with their heads wrapped in oriental-styled dust cloths, arms amply outfitted and topped by perky sprangs hats, pushed long brooms down the miles of corridors and hallways.

Elderly gentlemen, some in hip boots and work pants, shoveled up ankle-deep piles of fallen plaster, varying it out to be carried away by the garbage company.

Peeling plaster and festooning cobwebs were brought down from overhead, and a large pile of rusty metal was cleared from the yard.

During the noon recess and through the afternoon, coffee and home-made coffee-breaks were in session. Lemon pie was served at the lawn party to the workers.

Mrs. John Tapscott was responsible for the coffee and coffee for the event and the coffee was made by Mrs. Arthur McKean at the Kinsel home, and delivered piping hot in a huge coffee container, donated by the Red Cross.

Those furns contributing to the good of the state were Ben and Henry Koshi, who hauled away the debris; Mason Ehrman for the paper cups and spoons, Larson Davey and Lower Columbia Coop dairy for the cream; Safeway, Astoria Public market and Modern Cash and Thirty market for the coffee.

The plasterers' union has donated its services for replastering parts of the walls and ceilings, and until the work is done, work pastors will concentrate on the yard of the old estate.

Part of the crew, which numbered high school students, who came down to help, went over to the site of Fort Astoria where the ground was cleaned and several dozen calendular and snapdragons were planted, under the supervision of Mrs. W. A. Takala and Charles Dodge.

About Flavel House

To The Editor:

In reference to your editorial in a recent issue, concerning The Flavel house:

There are but few cities in the United States that have that prominent historical background that Astoria has; the discovery of the Columbia river, Lewis and Clark's exploring expedition, John Jacob's Astor's commercial exploits, the various British Hudson Bays, and American rivalries for the possession of the Pacific northwest country.

All this is known to any person of average education—and yet, the matter of pride of its past is sadly lacking in the average citizen of Astoria and Clatsop county.

Unfortunately history is often written for the sake of recording the clashing of victorious armies—but should be a record picturing the progress of civilization; for the sake of profiting for the future—or serve as a guide for the future.

The different stages of progress are marked by different structures, buildings, and utensils during the time elapsed. We have lemon gas was served at the lawn party to the workers.

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present cramped cliff-dwelling style.

So let us not miss this opportunity to preserve this landmark of civilization's progress, and restore even the older ones (in replica) destroyed. Perhaps in this same block, with a miniature of the Astoria storkade—after making prominently the original site near St. Mary's hospital. All this with one house, where the Lewis and Clark stockade and the fair cabin at Seaside, the end of the Lewis and Clark Trail, we may command tourist attraction of excellence.

By all means, let us be self-conscious of our city and county's historical importance to reap financial benefit for the future.

AUGUST HILDEBRAND
Astoria, Oregon, May, 1953.

Faithful Native Daughters Save Nickles for Museum

In this season of gift giving, one of the most appreciated gifts received by the Clatsop County Historical society, according to members, was a $25 check from the Native Daughters of Astoria.

According to Dr. E. W. Kuilberg, president of the society, and members present at the last meeting, this is one of the most gratefully accepted donations yet to be received toward the making of the museum because of the efforts and spirit of the little group of Astorian Daughters to preserve the history of the town which they hold dear.

The group of women who were born in Astoria don't often receive publicity. They have met faithfully for years in the home of an interest in the community respect of collecting relics and relics at a suitable place to surround history in the county. Members of the historical group have kept him posted on the progress made.

His letter to Dr. Kuilberg says, "I congratulate you and your associates on the work you are doing and the results you are getting in your worthy enterprise." The money will go toward the painting of the exterior of the museum, as most of the interior work is reaching completion.

sum of $25, they sent a check to the society.

Ex-Astorian Sends $1000 For Museum

Louis (Eric) Sayer, former Astorian, who now resides in San Bernardino, Calif., sent a check for $1000 to the Clatsop County Historical society via Dr. E. W. Kuilberg, president.

Sayer, who last year gave the society $2000 for the rehabilitation of the old Flavel mansion now a county museum, has shown his interest in the community respect of collecting relics and relics at a suitable place to surround history in the county. Members of the historical group have kept him posted on the progress made.

His letter to Dr. Kuilberg says, "I congratulate you and your associates on the work you are doing and the results you are getting in your worthy enterprise." The money will go toward the painting of the exterior of the museum, as most of the interior work is reaching completion.

County Museum Project

One of Astoria's important assets is the Clatsop Historical Museum in the old Flavel home just south of the Court House.

Few communities can boast of a historic background such as Astoria has. Few communities are fortunate to have such a collection of fine artifacts as is housed in this museum.

The Clatsop Historical Society, always hard pressed for funds to maintain the museum, is planning several special events there this summer to draw public attention and, the society hopes, some contributions toward preserving this asset.

The first of these events is a display of Norwegian articles put on by the Sons and Daughters of Norway next Sunday in collaboration with the Historical society. It will be a silver tea, to raise funds for maintenance of the museum.

The museum is not only of cultural importance but of commercial value as an attraction to tourists. It would be a better tourist attraction if better known. Far too many Astorians know little or nothing about the contents of the museum. Many have never been inside.

We could inform tourists more adequately about this museum if we were to look it over and learn what's inside. Next Sunday's program is a fine opportunity.

Historical Group Asks Registration Of New Members

An appeal for financial help for the Clatsop Historical society and the usage of its museum and memberships was made to the chamber of commerce by Otto Owen, society historian, at the chamber's weekly luncheon session in the John Jacob Astor hotel Friday.

Owen said support is needed so the society can complete setting up its historical museum in the Flavel house.

Owen said the society has been making substantial progress outfitting the museum, but that visitors are flocking to it before it is really ready for them.

The society is assembling material so that it can some day produce a Clatsop county history, Owen said.

He read portions of a story about Chief Coliday of the old Clatsop Indians, written by Horace E. Lyman, former county school superintendent.

The story told of a visit to Coliday's home on the east shore of Young bay in 1845, and of Coliday's desire to be of half white blood. According to the story, Coliday was the son of a castaway white boy, named by Tillamook Indians, who was rescued by a vessel of a British company at Cannon Beach.

Historic Center To Have Sale of Attic Treasures

"The Treasure Chest," a collection of attic gleanings and unwanted antiques, will be a weekly feature on Saturday at the Clatsop County Historical center on the old Capt. Flavel house, the Clatsop Historical society announces.

With a nucleus of old pieces that have already come into the basics of the museum, such as "white elephants" and bric-a-brac, members decided to conduct a little shop in the library of the old mansion to help raise funds for repairs in making a county museum of the old place.

They are asking the help of the community in contributing anything and hand furniture and odds and ends from cupboards and attics, and from homes where residents are moving. Anyone having such articles is asked to call Charles Dodge or Dr. E. W. Kuilberg, if they have no way of getting the things to the center. Otherwise, articles may be brought to the

Astoria Museum "Freedom Lamp" To Burn All-Time

There is a "Freedom Lamp" burning in Astoria, and it will be kept burning through storms and wind, night and day. Citizens and residents of the community will help to keep it lighted.

The idea of the "Freedom Lamp" comes from Winchester, Ind., where the chamber of commerce put a lantern on in front of the court house. This lamp must be filled daily and has attracted tourists driving through town.

Lamp Blew

One day when wind blew out the lamp and the chamber of commerce secretary was notified, he dashed down town in one of the trunks to re-light it, only to find almost surrounded by a group of curious tourists and interested townspeople.

But the Winchester idea has spread, and now many cities and towns throughout the nation have taken up the style.

In reading about it in a national magazine, the caretaker of the Clatsop county museum, Harry Davidson, went down town and bought a little bright red lantern. Before he could get back to the old Flavel house with it, he was stopped by a group of citizens on the way. "Are you looking for an honest lamp?"

Keeps Lighted

Astoria's "Freedom Light," which Davidson promises to keep lighted at all times, can be seen hanging from the lamp-post balcony high above the front porch of the museum.

If Astorians want to help keep the light the "flame of freedom" they can deposit, from time to time, a pint, quart or gallon of kerosene with the museum caretaker.

And if during the day or night, you see a man in tan blue-ing coveralls, they can call Davidson at 2908 F, and he will clamber up the winding stairs to the third floor and see to it that the lamp is burning bright. All one is to see is burning bright.

Oregonian - Oct 21-1

DAVID T. MASON

State History Group Names Mason President

The Oregon Historical society at its annual meeting Friday night heard a report on the accomplishments of the last year, saw a sound-filmed movie of the last Celilo Indian feast and elected officers.

New president is David T. Mason, Portland forestry consultant and one of the four business trustees. Donald Bates, Portland, was elected vice president and Eugene Marsh, McMinnville, was named secretary.

Burt Brown Barker, former president, was appointed to the board of directors.

Others on the board are E. C. Sammons, Malcolm Bauer, Ralph King, C. B. Stephenson and John Veatch, all of Portland; Martha Hutchison, Hood River; William Tutman, Reedsport, and Mrs. Albert Powers, Coos Bay.

IN HIS retirement speech as president, Barker listed three recent accomplishments of the society:

1. The restoration of Fort Clatsop near Astoria where Lewis and Clark spent the winter of 1805-06. He said the fort was restored largely through the work of the Astoria Junior Chamber of Commerce.

2. The enrichment of society coffers by $37,500 resulting from sale of old Leatherbarrow home. The house had been turned over to society but it was found unsuitable.

3. The appointment of 18 new members from different parts of the state, which indicates society's desire to include persons from all parts of state.

4. EARNING of $7200 at $100-a-plate dinner at Eric Ladd's Ramsa house restaurant opening party.

5. The seattle-bustling turkey-shoot which proved "stressed-south successful."

6. The filming of the last feast of the Celilo Indians at their historic site before it is to be flooded by construction of The Dalles dam.

The society also cut teacher-student membership fees to $2.50.

Cl... D... Be... Displayed

The Garden club Christmas to be presented by the Astoria Garden club on Tuesday and Wednesday afternoons and evenings December 4 and 5 at the old Flavel house will feature in the central hall a religious theme, the figures of the Nativity and animals being painted by the well known local artist, Beth McCrait Morrison.

The large room to the left will be decorated in silver and white and a group of tables will be strikingly decorated in the holiday colors. Those entering tables are Mrs. James Collins, Miss Zoe Kinney and Mrs. Robert Bellis with an all-white arrangement; Mrs. Louis Ball, Mrs. Frank Porter, an arrangement in brilliant green, fan-shaped leaves affair, the world was created. A delicious tree, it is usually last to lose its leaves, but sheds them all within 48 hours in the late fall. The four-trunked gingko on the museum grounds is about 30 feet tall, it is located on the south side of the walk at the Eighth street entrance to the museum.

Mrs. Glenn Morgan and Mrs. Glenn Morgan with a Swedish table; Mrs. Arthur Rinkenauer, a buffet; Mrs. R. E. Boelk will feature a handwoven table cloth, 75 years old.

The alcove in the room to the right of the hall will feature a sparkling Christmas tree decorated by Mrs. George Virtrod who is also on the committee assisting Mrs. Boelk, general chairman. The windows in this room will be decorated in an original manner by Mrs. Elsie Engelbretson.

Entries by the public will be received from 9 to 11 a. m. Tuesday, December 4.

Gingko Tree Here Starts to Bud

The gingko tree on the grounds of the Clatsop county museum at Eighth and Duane streets has begun to send out tender, leaf-buds, weeks later than other trees on the grounds. The tree, a native of eastern China, was planted at the former Capt. George Flavel home by the world's daring designer some time after 1885.

Legend has it that the gingko tree was the first to bring out its pale green, fan-shaped leaves after the world was created. A deciduous tree, it is usually last to lose its leaves, but sheds them all within 48 hours in the late fall. The four-trunked gingko on the museum grounds is about 30 feet tall, it is located on the south side of the walk at the Eighth street entrance to the museum.

IN HIS HONOR—Members of some of Astoria's first families are shown with Charles Dodge, extreme right, at a birthday party given in his honor by members of the Clatsop County Historical society, recently at the Clatsop County Historical museum. Dodge, who is affectionately called "the father of the museum" by his fellow workers because of his continued efforts and constant work in rehabilitating the old Flavel mansion into a museum, was presented a document proclaiming him a life member in the society. From left, Polly McKean Bell, August Hildebrand, Mrs. W. C. Logan, Mrs. Hildebrand, and the guest of honor. About 30 people attended the party held in the DAR dining room. (Photo by the Columbia Camera club)

Going With the Grain

The hemlock flooring of the Capt. Flavel home gets sprayed for the League of Women Voters antique exhibit and auction Wednesday and Thursday. Barnby Bell a member of the historical society, and Lancaster Pollard, superintendent of the Oregon historical society, shove Bell how to point "with the grain." Pollard later peeled off his coat and went to work. (A-B Photo)

Garden Club Christmas Show Appeals

Despite posted storm warnings and gusts of rain a constant stream of people trooped through the Christmas wonderland created by the Astoria Garden club Tuesday night at the old Captain Flavel house.

The high doorways between the rooms where exhibits of yuletide greenery and holiday table settings were displayed were hung with draperies of glistening white cellophane streamers.

As visitors entered they were confronted with a large back drop setting of the Child in the manger at the opposite end of the central hallway.

The front parlor to the right of the hall had tables set with individual pieces, many featuring figurines of the Blessed Virgin Mary in settings of greenery. A large Christmas tree, decorated in style of the era in which the old house was built, graced the front bay window.

In the library were more individual ideas in yule-tide decor, centerpieces using everything from cornucopias of brown pinecones and brown candles set on green pine branches, to driftwood, silvered and topped with fat white tapers.

The music room featured an "Inn" of elaborately decorated tables for Christmas and New Year entertainments, both for formal and informal dinners, cocktail buffets, a Christmas punch table, and even a child's pop-corn and marshmallow party table, done in the early American manner.

Mantelpieces in the old Victorian house were treated in artistic and appropriate arrangements, and the windows in one of the rooms, but quaint, old-fashioned silhouettes in "snow frames."

The display will be open this afternoon and evening, and is open to the public from 2 to 5 and from 7 to 9 p. m.

Local-Owned Airplane To Come In June

4/20/21 - 18-1921 -

Alex Miller Jr. of this City Presented With $10,000 Flying Boat; to Operate Here.

Astoria's first airplane will arrive here by June 1. The announcement was made yesterday that Alex Miller Jr., son of Mr. and Mrs. Alex Miller of 91 Bond street, will bring the flying boat, recently fitted out to this city at the beginning of the summer season.

The flying boat is a gift to the young man from his father. The elder Miller has been watching with wonderful strides in aviation at the Seattle aircraft school, to Portland that a decision was made to secure a machine to handle the commercial business.

The cost of the machine is approximately $10,000 and will be equipped with a 150 horsepower Curtiss motor. The flying boat for from Seattle to Astoria will be piloted by Vail Merrill, who will be the instructor for the Leagle.

Notable among the things that have been brought in for the sale are a old Strafford-shire plate set of with deep blue and white, a large silk-bonnet

Attics Cleaned for Auction To Benefit Historic Center

A ranking of what promises to ver tankard-type coffee pot with its an auction sale of interesting articles from the attics of old Astoria homes is already stored away in readiness for the carriakers of the old Capt. Flavel house.

These antiques are being collected by the League of Women Voters among themselves and from their friends for the auction in connection with a display of long associated with mountain-out-of-town antiques to be shown next Wednesday evening at the old house.

The antique display will also be held Thursday from 1 to 9 p. m., but the auction will be held only Wednesday evening. Vail Merrill will be the auctioneer for the League.

Notable among the things that have been brought in for the sale are a old Strafford-shire plate set of with deep blue and white, a large silk-bonnet

Mrs. James Bowler is league chairman for the auction sale and antique displays, proceeds of which will go to the restoration of the old home as a museum of Astoria relics.

Her phone number is 2273, and anyone with "attic treasures" to contribute for the auction sale is asked to call her, or to drop them off with the caretaker at the old

Thirty-five years ago: From Evening Budget, April 8, 1937.

The Warrenton Clay company was all set for a formal opening of its new plant. Gov. Whitworth was scheduled to press a button in Salem to start the machinery, and 500 people were expected to turn out for the event.

The US government in Washington was preparing to extend between $1 billion and $2 billion in credit to its allies as its first participation in the war against Germany, Austria and Turkey.

The city of Boston was excited because the Harvard boys planned to defy a senate edict that they could not dance barelegged when they impersonate women in a show to be given by the Hasty Pudding club.

Immigration Inspector Gooch took crewmen from two interned German barks to Portland, where they were being detained in the Imperial hotel as interned aliens.

The navy department notified Acting Mayor C. J. Curtis that a Capt. Kuentzli would arrive here to take charge of active recruiting of men for the navy.

Twenty-five years ago: From Evening Budget, April 8, 1927.

Capt. Roald Amundsen, famous explorer, was booked for two lectures at the Astoria hotel under sponsorship of local Scandinavian and Finnish churches.

In Tacoma, Wash., an assistant US attorney announced after a secret investigation that Grays Harbor county officials had paid $100,000 in graft to cure runners in the greatest conspiracy the state of Washington had ever known.

Augustana synod of the Lutheran church announced it would call on May of six per cent bonds to raise funds to complete its new hospital here.

Extremely mild spring weather was blamed by Lower Columbia Dairy association for a 12 per cent drop in milk production during March.

West Astoria parents scheduled a meeting for discussion of plans to organize a Parent-teacher association for Captain Robert Gray school.

Cups, Saucers Needed for Museum Teas

Have you an odd cup and saucer in your home that you would like to contribute to a "memorial shower"?

This request is being made by members of the Clatsop County Historical society which needs cups and saucers for the recently restored and decorated dining room of the Clatsop County Historical museum.

The huge antique crystal chandelier, purchased by the Astoria chapter of the Daughters of the American Revolution for the dining room, has been hung in place as the floors have been sanded and polished to a high gloss, a large hooked rug was donated by Mr. Harry Flavel for the floor, Mr. and Mrs. Arthur Dennison donated a mahogany dining room table, chairs and buffet, and Mrs. John Taportt sent over a Duncan Phyfe table that will be used as the wide bay for a serving table.

The room, in readiness for tea-ists who are already flocking through the new rooms, is also ready for afternoon teas, the society believes. But cups are lacking, and paper cups "just don't fit in the the Victorian elegance of the room," members agree.

Women who wish to contribute to the cup-and-saucer shower, are asked to write their names on the bottom of the saucers in nail polish, so that through the years they will be tagged with the name of the donor.

They may be brought to the museum and left with Harry Davidson, the caretaker, who will put them in a special cupboard, and to be brought out only on special occasions.

"In years to come, these cups will be antiques themselves, and each will be a lasting memorial to the woman who sent it," the historians state.

Historical Group Votes '52 Officers

Dr. R. W. Kullberg was re-elected president of the Clatsop County Historical society Wednesday night in a meeting at historical center at the Flavel house.

Charles Dodge, was elected vice-president, Mrs. Philippa Hallenbeck was re-elected secretary, John Wicks treasurer, and Walter Johnson, historian.

Board of directors chosen were August Hildebrand, Arthur Dempsey, Miss Zoe Allen, Mrs. Polly Bell, Noble Rasmeis, Otto Owens, Walter Johnson, Dr. Walter Hyde, Dr. E. W. Harvey, Sam Lee, Mrs. James Bowler, and Dr. Caryl Crossard, the latter from Seaside.

Mrs. W. A. Takala presented the society with a check for $120 from the Astoria Garden club proceeds from the Garden club's Christmas show held at the center.

A bid from C. H. Baker, for $242.90 was accepted by the society for metaling pipe to connect with hose racks in the center for fire prevention.

Noble Rasmeis, out-going treasurer, reported that $1558.42 was the cash on hand in the treasury in spite of $1000.22 being paid out in recent months for supplies and repairs.

Rasmeis emphasized the fact that without the many hours of labor volunteered by Astorians, the painters, plasterers, electricians, plumbers, heating repair men, carpenters unions, Pacific Power and Light company, fuel oil companies, paint and lumber supply stores, and many other establishments the treasury would have been depleted long ago.

The society decided to meet every Wednesday in the museum, until the inside work is finished and the exhibits are in place for the public to view.

Antique Show in Old House Brings Interested Viewers

Rare and valuable antique glass and china was displayed for residents of Clatsop county through the efforts of the League of Women Voters yesterday at the old Flavel house.

The old home of a pioneer Astorian, master of sailing vessels, first built used to the exhibition of hand-blown glass and finely glazed china from the early hand-craft factories of this country and from lands across the seas.

Fairy lamps twinkled, mixed dipped candles brought out the sheen on a table setting of old brown Bennington pottery, set for a New England Thanksgiving by Mrs. Joseph Neff, Portland, and in one corner a Dresden courtesy nodded heads over a miniature chest of drawers.

Carolyn Fish set up her display of French and English glassware in the bay window of the front parlor, where the light shone through the glowing colors.

Lulu Perry Gunderson, Portland, had two long tables of hand-blown glassware and silver candlesticks. Her largest piece was in a very old high-chair, covered with layers of handmade paper skirts to her silverware.

Local exhibitors, too, brought their cherished antiques to display. Kathleen Booth had a piece of finely wrought calling card cases, nostalgic remainders of a by-gone day.

Mrs. Frank Fowler had some genuinely carved pieces of antique silver jewelry, and Mrs. Alice Gutman showed dainty Mexican engravings and filigrees.

Mrs. Leslie Brahe, Warrenton, showed relics from her former home in the south. Mrs. R. K. Smith and Mrs. Cliff May, wife of Williamport, brought in their glass plates, bottles and vases. Mrs. of another era, and Louise Mackenzie, Seaside, had a setting of old and colorful pottery. A pewter platter that was admired by all housewives present.

Neil Maclin conducted the auction sale during the evening of "attic gleanings" and "white elephant," which proved the adage that "one man's trash is another man's treasure," bringing in a sum to The League of Women Voters.

Among the things to be auctioned tonight is a sailor chest and a hooked rug.

The display will be on today from 1 to 9 p. m. and another auction sale will take place at 7:30 p. m. Additional articles for this auction sale may be brought to the old house during the afternoon or at the time of the sale, Mrs. James Bowler announced.

The proceeds from the auction will go to the League of Women Voters, and the silver-offering at the door goes toward the restoration of the house into a museum of antiques for the county.

Architect John Wicks Dies Here

JOHN ERIK WICKS

John Erik Wicks, well known Astoria architect and a resident of Astoria for 56 years, died in a local hospital Friday evening, where he had been a patient for the past three weeks.

Wicks was born in Wasser, Nuevlax, Finland July 13, 1878, and would have been 65 the day following his death. After his education in Finland he came to Leadville, Colo., in 1899 and worked as a carpenter in the mines. He also worked in Anaconda and Denver in the same capacity.

He then entered Bethany college in Lindsborg, Kan., where he graduated, with honors as an architect. He received a scholarship to Stanford university but married and never used it. In 1904 he came to Astoria and established his own architectural firm which he operated until his death. In later years his daughter Elida and son-in-law Ernest Brown have been associated with him in the firm. In 1911 he and his family traveled to Europe for 18 months where he took advanced study in architecture.

During WW I he was a partner in the Wilson Shipyards and naval architect for the firm. In 1918 he was appointed by the governor to the first Oregon State Board of Architect Examiners for a four year term and reappointed again in 1927 and 1931 for five year terms. During each of the terms he served as president of the board for one year.

After the fire in 1922 he was appointed supervising architect of the destroyed buildings in Astoria. He had also served on the board of directors for the Scandinavian American bank here, which later became the Astoria National bank, on whose board he served. During WW II he was in charge of naval architectural designs for the CAPA Ship Building company.

Active in church and fraternal orders, he was a charter member of the Finnish Lutheran church and designed and helped build the church; the last charter member of the Astoria Masonic club, a 50 year member of Temple Masonic lodge, AF & AM; life member and one of the founders of the Clatsop County Historical society; Past chancellor of the Eastern Star, Order of Rebekahs; and past president of the Scandinavian-American society.

On Dec. 1, 1905 he was married to Marie O. Cederberg in Astoria. She survives him and resides at the family home, 784 Sixteenth street. Also surviving are two daughters Miss Ethel Wicks, Astoria, Mrs. Fred (Esther) Jensen, Albany, and Mrs. Ernest (Elida) Brown, Astoria, four brothers Alfred, Seattle; Edvard, Johannes and Albert, in Finland; one sister Mrs. Victor (Ida) Svarvar, in Finland; and six grandchildren.

Information regarding services, which will be at the Trinity Lutheran church Tuesday at 1:30 p.m., is being announced by the Hughes-Ransom mortuary.

Antique Museum Hearth Welcomes New Hooked Rug

A miscellany of articles harking back to former days is coming in thick and fast to the Clatsop County Historical museum, according to the local historical society.

Most of the donors of these items say they have kept such historians through the years with the hope that Astoria would provide a suitable resting place for their cherished antiques. And now that the museum is providing such a harbor, they are sending and bringing all sorts of things to find a place of safekeeping in all the glazed cases and shelves of throughout the display rooms. Each item is carefully labulated with a brief history and the donor's name.

One of the most welcome of these, however, is rare in that it is not an antique, but something quite new, and made especially for the museum.

It is a hearth rug, painstakingly hooked in colors that blend nicely with the glowing copper tones of the fireplace tiles in the dining room, recently furnished.

This crescent-shaped rug is the work of Mrs. C. W. Laughlin, who is a member of the Astoria chapter of the DAR, was interested in the completion of the room. The Astoria chapter stimulated interest in the furnishing of the dining room by purchasing from drawings the river, a large, elaborate crystal chandelier, which, from its place in the center ceiling above the dining table draws the admiration of the many hundreds of tourists and visitors who are touring the museum.

But it Looks Old

Mrs. Laughlin thought a little hearth rug would make the room look "lived in," so she set about collecting materials in the colors that were suitable for such a spot, and spent long hours in finishing it.

Those who pause to admire the beauty of the ornate tiled fire place take it for granted that the little rug is an old one because of the softened tones of its colors and the "antique" blending of the pattern.

And although the caretaker seems it not necessary to explain that it is the one "unauthentic" antique in the room, members of the historical society feel that, until the years shead make it an antique, it is meaningful, as when added as any of the furnishings because of the thought, work and spirit of community goodwill from its donor.

PHILIPPA SEABROOK

Antiques Lending Homey Atmosphere To County Museum

The spacious diningroom of the Captain Flavel mansion which has been made into a museum of early Astoria relics, is rapidly approaching that home-like touch which members of the DAR and of the Clatsop County History society have been striving for.

With its large hooked rug on the floor, a massive mahogany dining-room set and several antique chairs the main furnishings of the room are in place.

Has Sheffield Tray

Now the large, crystal-dripping chandelier, given by the DAR, shines down on several pieces of antique glassware, set about on highly polished table and buffet.

Also gracing the wide buffet is a very old English Sheffield silver tray, sent over by Mrs. A. H. (Jess) Wright.

Polly Bell brought down a very old white china tea set, which repose in a glass cabinet, along with heavy ironstone ware from England, donated to the museum by Travis Shultz, Clatsop Plains; some oversized, cups, including a mustache cup, from Mrs. August Hildebrand, and one of the most valuable pieces in the museum, a covered butter dish, holding its homely own among the daintier articles by its imposition of being from the pantry shelf of Fort Astoria.

Large Mirror

Another one of the recent pieces sent into the museum, and reflecting the myriad shining crystal drops and prisms of the center chandelier, is a large mahogany framed mirror.

This was the property of Stella Hustler Glendinning, Astoria historia's first daughters, whose grandfather, Capt. Hustler, was an early day bar pilot, even before Capt. Flavel.

When the steam and sailing ship Great Republic, one of the biggest passenger vessels plying the coast, was wrecked on Sand island April 19, 1879, all the passengers were saved, although 11 crewmen lost their lives.

Mirror Salvaged

The beautiful, clear glass mirror was salvaged from the elaborate dining salon of the former Capt. Jackson Gregory Hustler, who figured in the life-saving operations, and has been handed down through the years to his descendants, the McKean family.

During the big fire of 1922 young Burnby Bell, son of Polly McKean Bell, with one of his cousin boys, worked feverishly to save from the flames the heavy old mirror from the little white Cape Cod home on the corner of Eighth and Exchange, along with a tiny spinning wheel given to Polly Hicks Mc[illegible] when she was a bride in 1810.

It was the same Burnby Bell who hung the mirror last week in its new spot in the museum diningroom.

DAR Tea To Dedicate Museum Piece

A silver tea to formally dedicate the massive crystal chandelier they gave to the Clatsop county museum will be held by members of the Astoria DAR Sunday from 3-6 p. m.

Plans for the event were completed at the meeting which Mrs. W. Lee Hutchinson was hostess to the DAR members Thursday at a dessert luncheon in the museum.

Mrs. Randall Reed, regent of the Astoria chapter, general chairman of the tea, and is assisted by Mrs. Robert Belisa and Mrs. James Collier.

Old Silver "To Shine"

A number of valuable relics will be brought to Astorians to be displayed especially at the tea. Mrs. Reed stated. One of these is a teapot from Fort Astoria and Caroline Van Dusen home one of the first homes built in Astoria.

The solid silver tea service brought from England by the Bell family will be used, and the Bell to be used in serving at the tea.

During the tea hours, visitors will have the opportunity to view a collection of water colors to be shown by Betty Morrison, in observance of National Art week.

Mrs. Reed announced at the meeting yesterday that Mrs. Allan P. McLean, Portland, state regent of the Oregon DAR, will visit the Astoria chapter November 17.

Heirlooms Shine at DAR Museum Tea

The myriad twinkling prisms and crystal drops from the large antique chandelier, presented to the Clatsop County Historical museum by the DAR, shown down on some 200 people attending the DAR tea Sunday.

The tea held in the music room of the old Flavel mansion was given to dedicate the chandelier, which the Astoria DAR chapter purchased from across river, and had hung in the museum diningroom. The chandelier was brought to this country from Poland, where it hung for many years in the Catholic church in Pe Ell Wash., which has since been remodeled. It is believed the elaborate piece was originally made in Czechoslovakia, where the finest crystal was formed.

In the diningroom, which is centered by the massive lighting fixture, since converted from its original use candles to electrical ones, DAR members and their friends displayed many priceless heirlooms from early Astoria homes, and from collectors interested by their families through the years.

Fine old paintings, exquisite lace and silver-engraved gem-broideries and needlework pastries old china and pottery vied with great-grandmother's dolls and beloved trinkets from a by-gone day.

Those displaying such treasures were Mrs. Frederick Joseph Conovich, Eva Holmes, Polly Bell Dreibly, Rose Kinney, R. K. Booth, Joseph Dyer C. P. Zigler, Harvey Scholfield, Frank Fowler, Leila Ball, Ira Miller, James Celeste, Allan Fulmer, Richard Carruthers, Harold Gist, Miss Zoe Allen and Dr. William Hitchcock.

Mrs. Carruthers of Hammond, presided at the antique silver tea and coffee service which was brought over from England with the Bell family many years ago and members of the DAR chapter assisted about the rooms.

Besides viewing the many antiques on display during the afternoon, those serving the tea took in the showing of water colors by Betty McCrail Morrison, exhibited for National Art week. The Astoria artist's work delighted many of the attending "sitting on the spot" who recognized buildings and scenes from near localities in her paintings.

Neither Mrs. Randall Reed, regent of the Astoria DAR, nor Mrs. Morrison were able to estimate how much the proceeds from the tea and art exhibit-silver offerings would add to the museum fund.

PHILIPPA SEABROOK

Mrs. Al Crohn's Needlepoint Rug To Be Displaeyd

Astorians will have a chance to see a needlepoint rug larger than the one made by Mary, Queen of Scots, when the museum opens Wednesday.

The exclusive Astoria showing of the large handmade floor covering, made by Astorian Mrs. Al Crohn, who did the needlework in one year's time, will be held at the old Flavel house, Clatsop county's historical center, Saturday and Sunday from 1 to 5 p. m.

Because of so many people showing interest in the rug during the early stages of its working, Mrs. Crohn promised she would display it for those who wished to see it on its completion. She is a member of the historical society to show the rug at the center to help raise funds toward the making of the museum there.

Mrs. Crohn's rug, which is larger than the one made by England's queen when she was a prisoner, measures 9x14 feet, and includes 24 squares, worked in tapestry shades and French blue. Queen Mary's needlepoint rug is 8x8 feet with 12 squares.

Along with the rug display will be shown a hand-embroidered afghan, also made by Mrs. Crohn, a love-seat loaned by Dr. and Mrs. R. W. Kuilberg, which came from the old pioneer home of the Applegate family of Oregon and some needlepoint pictures.

The latter are donation for the two-day showing to Mrs. Clara Moyer. One of these is a sewing cushion, the needlework done by Mrs. Moyer.

The other two are larger chairs, exact replicas of throne chairs from the Russian court during the regime of the czars. They are covered with antique tapestry in needlepoint, grosspoint and petit point, which was done in France.

Members of the Clatsop County Historical society will be on hand during the showing to explain the embroidered pieces to those interested.

Antiques To Be Shown By League

The League of Women Voters [illegible] their regular monthly meeting [illegible] the fall will hold an antique display in old Flavel house, Mrs. Bowler announced today.

The display will be held [illegible] and will feature displays of glass and china brought from [illegible] by Lulu Perry Gunderson, Portland, Mrs. Leslie Brahe, Warrenton, Washington, Mrs. Joseph Neff, Portland, Mrs. Kenneth Fish, Astoria, collectors of antiques [illegible].

The Gunderson collection will include [illegible] of the 1840's showing the oldest design of [illegible] of glassware.

The display will be [illegible] Thanksgiving breakfast set [illegible] Perry Gunderson, [illegible] 1830. Four [illegible] and a half inches high [illegible] fruits and vegetables. Pieces of the same period will be shown [illegible] and cleaned in readiness [illegible] tea.

Mrs. James Bowler, chairman of the arrangements for the League and is well acquainted collectors, have [illegible] to the display and will [illegible] arrangements, with a special request [illegible] attendance at the opening.

The League will have watchers at all doors, and admission will be [illegible] all or nothing can be handled.

Anyone who has "attic treasures," [illegible] to dispose of, [illegible] to the auction sale that will be held Friday night, may bring [illegible] the museum from 1 to 5 p. m. [illegible] to have them on display [illegible] house and the chairmen will [illegible] them. Mrs. Bowler [illegible] Christensen, 1694 J, to have charge [illegible] articles to be sold [illegible] and the chairmen will [illegible] receipts for anything [illegible] [illegible] so that rather [illegible] not be [illegible].

The antique exhibit will be conducted from 2 to 9 p. m. and the auction sale will be from 8 to 10 o'clock p. m. [illegible] Wednesday.

Antique Book And Bottle Given Museum

The Clatsop County Historical museum has a book. It is not a new one, but a very old one, even an historical treatise on King Arthur and the Round Table. What's more, it is written in French.

Mrs. Lulu Perry Gunderson, curator in charge, received the volume from the widow of Dr. Lewis Boyer, who died in Astoria several months ago.

Another bit of historians that has been added to the museum's collection is a glass bottle, beside resembles to the ships-in-bottle novelties to be had in the curio stores.

This bottle holds an intricate replica of the town with main street activities in full swing. Fixtures that seem to view as the viewer turns the bottle in his hands.

It was made by an Italian sailor, Emanuel Bonovere, following a trip to Astoria, when he was interned by Pat Kearney in 1891, and Kearney after the sailor returned to his home in Malta.

Show Care

The workmanship shows painstaking care on the long sea voyage after the sailor's ship left Astoria, the effect is colorful, and the whole thing in bottle is something which will give visitors to the museum room, or "Davy Jones' Locker," as it has been called, a decidedly different item to examine.

It was donated by Mr. and Mrs. Otis Owen, the latter the daughter of the late Pat Kearney.

Astoria Museum May Get Sea Chest Of Robert Gray

Dr. Lancaster Pollard, secretary of the Oregon Historical society and editor of its quarterly magazine, said that the Capt. Robert Gray ship chest may be coming home to Astoria.

Dr. Pollard was an Astoria visitor Saturday, when he met with 12 members of the Clatsop County Historical society hastely rounded up for luncheon at the Elks club.

The main discussion by the members of the local society, who have rehabilitated the old Captain Flavel mansion into an historical museum, was the handing over of the sea chest by the Portland museum to the Clatsop county museum.

Loaned To Portland

Dr. Pollard said that years ago the Pioneer society, a forerunner of the Clatsop County Historical society, had loaned the sea chest of the discoverer of the Columbia river, to the Portland museum because there was no suitably safe place to keep it in Astoria.

Now that the Clatsop County Historical museum is in good shape to display such valuable relics, where residents of the community and tourists who are stopping over to visit the museum may view it, members of the Clatsop branch of the state society made forceful demands upon Dr. Pollard at the luncheon meeting.

Dr. Pollard said that other items of local interest that have been reposing in the Portland museum are also available to the county museum if a list of such items is presented to the Portland branch. Many of the early Astoria families donated pieces of furniture and historically interesting articles to the Portland museum because there was no safe place here to preserve them.

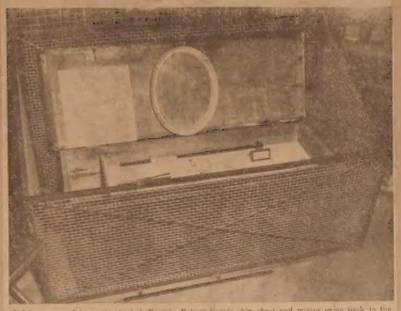
Cairn, Fort Discussed

Also under discussion was the weeding of the Lewis and Clark trail cairn at Seaside, which Arthur Dempsie said he would attend to and the clearing of brush and ferns of the Fort Clatsop site, owned by the Oregon Historical society, which is asking the aid of local people in making it more attractive to the many tourists who are asking to visit it.

Those meeting with Dr. Pollard Saturday were Mr. and Mrs. Arthur Hildebrand, Mrs. Polly Bell, Burnley Bell, Arthur Dempsie, Otto Cowen, Charles Dodge, Mrs. James Cellars, Mrs. James Bowser, Walter Johnson, John Wicks and Philippa Seabrook.

Dr. Pollard, following the luncheon, was accompanied by several of the luncheon attendants in viewing the progress made at the county museum since his last visit when he helped to sand and varnish the floors in the master room and library.

Back Home



Safely preserved in a wire basket, Captain Robert Gray's ship chest and mirror came back to the lower Columbia this week, on loan to the Clatsop County Historical society. Hanging on the lid is Captain Gray's own mirror. (A-B Photo)

Historic Ship Chest Returns to Astoria

ASTORIA, June 10. — Capt. Robert Gray's ship chest has been returned to the Lower Columbia for the third time, this time from the Oregon Historical society museum in Portland.

The chest first arrived in Astoria May 31, 1792, when Capt. Robert Gray discovered the Columbia river aboard the ship Columbia.

It went on display Monday at the Clatsop county historical museum.

The chest was transferred to the Portland society more than 50 years ago and has remained there since. It was brought to Astoria on an indefinite loan after considerable negotiation.

Anchor in Museum

The good ship "Columbia," Capt. Robert Gray's vessel on which he discovered the Columbia river, is on display here. That is, any approximate facsimile thereof.

Quietly, and without fanfare, the "relief" into the museum room of the Clatsop County Historical museum the other day when scores of spectators from far and wide and school children of Astoria were here.

For years, the Columbia has "ridden at anchor" in the port clock office, secure in her large glass-enclosed case. But on the request of the historical society members, port of Astoria officials permitted her removal to the museum where she can be viewed to a better advantage by townsfolk and tourists alike.

The replica of Capt. Robert Gray's flagship is a large and exact model of the ship that was built by North River, Mass., in 1773. At feet long, 212 tons, whose graceful hull and spread masts, bellied with sail, cut uncharted seas to find the river of the west.

Drawn To Scale

It was drawn to scale and designed by the late Robert B. Bartlett, former manager of the port of Astoria, who spent months of research in 1920 gathering most of his information from the congressional library before making his drawings to scale.

According to James Rowlett, port manager, old files from the year 1926 show bills paid by the port commission to the Wales Lithograph company of Boston for drawings and charts of the original ship and a statement from the Marine Research society of Salem, Mass., for additional research data.

Also among bills paid for the miniature ship replica was one to Carl Laine, tailor, for making the sails of the vessel.

Building Work Begins

After the many months of research and drawing the plans true to scale, the actual work began on building the little Columbia. This was carried on, despite the miniature size of the ship at a real shipbuilding plant, the Wilson Shipbuilding company. Two men were delegated to do the work, under the careful supervision of "designer" Bartlett. These were August Suomunen and Ezell Lanning, shipsmiths, who fashioned the hull of ironwood, hand-carved tiny pegs and nails, and made the graceful masts and twine rigging.

Mrs. Bartlett, widow of the model's designer, says she doesn't know just how long the little flagship was in the making, but that it took many months, after the plans were drawn.

The property of the port commission, it is today one of the authentic reproductions of the ship "Columbia," Capt. Robert Gray, master, first ship to carry the stars and stripes around the world, and first to drop anchor in our harbor.

Historical Society Receives Old Captain Gray Sea Chest

Capt. Robert Gray's ship chest came back to the lower Columbia river Sunday for the third time in 161 years.

The chest, which first arrived here May 11, 1792, when Captain Gray discovered the Columbia river aboard his ship Columbia, came here this third time in 1903 on indefinite loan from the Oregon Historical society to the Clatsop Historical society.

It went on display Monday in the local society's Flavel museum.

The chest, which accompanied the Boston skipper on his famous voyage of discovery to the "river of the west," became the property of his descendants.

In 1833, when the Oregon Pioneer association began making plans for a celebration of the centennial of Captain Gray's discovery in 1892, George H. Holmes, secretary of the association, got into correspondence with the Massachusetts Historical society.

As a result, Miss Mary E. Bartlett, a granddaughter of Captain Gray, was induced to present the historic relic to the Columbia River Centennial Celebration society, and it formed a conspicuous feature of the celebration, held in Astoria May 11-13, 1892.

The Oregon Historical society was formed in 1898 and soon afterward it acquired custody of the ship chest by transfer from Capt. J. H. Gray of Astoria, chairman of the executive committee of the centennial committee.

The chest was transferred to archives of the historical society in Portland and has remained in that society's possession ever since.

After considerable negotiation, the state society has been induced to loan the famous relic as a feature of the Clatsop Historical society's historical display in the Flavel museum for an indefinite period.

High School Boy Adds Color

Bezger Brandt, Astoria high school student, took the floor, following a discussion on painting the rooms of the old Flavel house, to say that he thought the rooms should each be painted in a different color, to draw the interest of those going through the old mansion from one room to another.

He produced colored swatches in bright, warm shades which he had obtained from a California decorating house, and explained how the "cooler, lighter shades should be used in the south and west rooms, and the warmer colors in the rooms with northern exposure."

Careful Detail

There was opposition evident at the start of young Brandt's proposal, but the high schooler went into careful detail for his reasons on the novel color scheme, and when he sat down, it was the consensus among the members that the historical center would have its different rooms redone in dramatic shades, instead of the all-over dead-white in which its rooms have stood for many years.

Kermit Gimre spoke on his recent trip to the historic museum in Jacksonville, which, he said, is several miles off the main thoroughfare of Jacksonville, but which was visited last year by 30,000 registered tourists, according to the curator's report.

He said he thought, that with the location of the Clatsop County historical center, located as it is in the north and south bound tourists through Astoria, there was every reason to expect a similar interest in the museum here.

Dr. R. W. Kullberg reported that in the four times the house has been opened to the public in a month's time, more than 100 signatures of tourists from other states were signed in the guest book.

The society plans another work day the Saturday, concentrating on the caretaker's apartment, to make it an attractive, comfortable living quarters for some man and his wife who will take over the job of curators.

Hooked Rugs To Be Shown At Museum

A world of color in hooked rugs will brighten the old rooms of Museum Sunday, when hooked rug makers of Clatsop county, under the direction of Mrs. A. D. York, Seaside, display their handwork.

The display, which is open to the public, will feature rugs of all sizes and patterns, many taking their designs from antique flower and animal patterns, others proving how such rugs can fit into modern decor by their artistry and color.

Mrs. York, who is a student of Louise Lightfoot, nationally known hooked rug designer at the Pearl McGown veterans' studios at Sherman Oaks, Calif., has been instructing women of Clatsop county for several years.

Beside her classes in Seaside and Astoria, Mrs. York has had classes in instruction for women in Coos Bay, where she carried on the colorful art with women of that community.

The rugs will be displayed in almost every room downstairs in the museum between the hours of 1-5 p.m. Sunday, and a silver offering will be turned over to the county museum funds, according to Mrs. York.

PHILIPPA SEABROOK

Museum Gets Relic of Ship Wreck of '96

The members of the Clatsop County Historical society inspected the floor board of the captain's boat from the vessel Potrimpus at their recent meeting.

That the floor board was in good condition despite the fact that the Potrimpus was wrecked off the Long Beach peninsula December 19, 1896, impressed the society members.

What impressed them more was the fact that the section of floor board was presented to the Clatsop County Historical society to be preserved in the county museum in the old Flavel mansion.

August Fischer Is Donor

August Fischer, Long Beach, gave the floor board, which is made of refined timber, to fellow water shipped in from roughseas to keep down before he Otto Owen, who in turn, handed the relic of the seas to the society to preserve it.

The German back Potrimpus, out of Hamburg, Germany, ran into four weather days from the Hawaiian way in 1896, and luckily for the crew, washed up on the sands at Long Beach.

The peninsula people went to the aid of the stranded crew, and the first mate told the captain's boat off the wreck to Fischer's home.

But men and boats grow old with the years, and now Fischer wants this good, sound piece preserved in a museum that "generations" in relics of ships that have gone down to sea in our Pacific graveyard.

As befits such a historic piece, it will be set up with its little legend telling the story of that wreck of 1896, in a section of the museum designated for historians of the sea, the river and the ships that sailed thereon.

Victorian Budget

Eulogy . . . Apr 16 - 1935

AN ACTIVE OREGON NATIVE DAUGHTER WENT TO REST

The following notice of the event appeared in the Portland Oregonian April 9, 1935:

ALICE TAKALO

ASTORIA (Special)—Mrs. Alice Takalo, 66, well known Astoria flower gardener, died Monday at a local hospital. Services will be at 10:30 a. m., Saturday at Hughes-Ranson chapel.

Mrs. Takalo was born at Portland April 21, 1869, and taught school in Scappoose before her marriage in 1912. She was a member of the Astoria Presbyterian church, a past president of the Astoria garden club and a former officer of the State Federation of Garden Clubs.

Surviving are her widower, William A., Astoria; one son, David, Portland; mother, Mrs. Minnie Saxon; and a sister, Mrs. A. J. Baker, both of Portland.

This short notice does not give an account of her numerous labors — Labors for the benefit of her fellow beings — as well as the joy they gave her.

HER JOY . . . was in the planning, nursing, harvesting and arranging the different blossoms and fruit that nature provides for the labors the human person. Very few realize that nothing is gained without labor and effort. She did not labor for her own benefit. The whole human race is enriched by her noble effort. Years ago I noticed the extraordinary effort she displayed and I thankfully appreciate the incentive she instilled in me in this direction.

ALSO . . . her influence in the Oregon Historical Society was observed by me. Her painstaking labors in recording certain historical events, mentioned in the Oregon press, were carefully noted by her in a special volume. It is to be hoped that someone will continue her labors in this direction and earn the thanks of the Historical Association. Past History reveals to us the mistakes committed — to avoid them in the future.

ALSO . . . her influence in religious matters was noticed. The Episcopalian and Presbyterian churches in Astoria were enriched by her activities — activities for the welfare of the human. She was, at the time of her illness, President of the Presbyterian Monday Club — a sort of a Sisterhood, looking for the welfare of its members.

I can visualize, now, her continuance in the realms of heaven as an incentive for us to continue her labors while we are here, as yet, on earth.

Respectfully,
AUGUST HILDEBRAND
HISTORIAN.
ASTORIA, OREGON

Gingko Tree Here Starts to Bud

The gingko tree on the grounds of the Clatsop county museum at Eighth and Duane streets has begun to send out its tiny leaf buds, weeks later than other foliage on the grounds. The tree, a native of eastern China, was planted at the former Capt. George Flavel home by the world-faring sea-goer some time after 1883.

Legend has it that the gingko tree was the first to send out its pale green, fan-shaped leaves after the world was created. A deciduous tree, it is usually last to lose its leaves, but sheds them all within 48 hours in the late fall. The four-trunked gingko on the museum grounds is about 30 feet tall. It is located on the south side of the walk at the Eighth street entrance to the museum.

Willapa DAR Gets Historic Quilt Blocks

RAYMOND (Special) Mrs. J. H. Dyke was a luncheon guest of Mrs. Miles Lyman, regent of Willapa chapter, DAR, at the Pelt[illegible] members attended a talk by Mrs. A[illegible] whose ill Patrolla coming from [illegible]

Pictorial Budget

Fort Astoria Painters August

Fort Astoria Painting Is Done at Site

Lot Was Cleared

Right Tenants

Lumber Here

Old School Bell Is Sought for Historic Center

The Clatsop County H[illegible]

Shively School Bell Is Located At Gray School

Flavel House Seen As Site For Library

No Commitment

Dr. Kuilberg said such a struc[illegible] could be built for approx[illegible] $50,000.

Mrs. F. E. Fowler, chairman of the Veterans Memorial Library board, which is now forming a re[illegible]ward effort for funds, said that Dr. Kuilberg's plan will be con[illegible]sidered along with various oth[illegible]ers. She said the board is not yet ready to commit itself to a loca[illegible]tion, but does intend to re-survey the problem of a site.

Opposes Levy

Dr. Kuilberg said his plan would not mean the gradual ruin of the Flavel block or the Flavel house itself, but it would ensure retention of the Flavel property for ever and that it would mean only one instead of two public buildings—a museum and library—to be supported by public funds.

He pointed out that if his plan is adopted, the public could be persuaded to vote a two-mill tax levy for the erection of the library and the Flavel be used as a museum adjoining it.

Rare Old Bible To Be Displayed

One of the oldest Swedish Bibles in existence will be one of the exhibits for the Astoria Scandinavian display in the Clatsop County Historical museum Saturday and Sunday.

The Bible, printed in 1728, is reportedly in good condition and will be displayed under glass, along with other articles brought here years ago from the old country.

Because the Nordic population played a large and important part in the early history of Astoria, it has been suggested that a permanent place in the old Flavel mansion be set apart for historical Scandinavian data. Astorians wishing to loan, from time to time, to the museum

The exhibit this weekend will be open to the public with a 50-cent admission Saturday and Sunday from 1 to 9 p. m.

[illegible]ia 35 Years Ago

Reprinted from Astoria E[illegible] Budget of

JANUARY 27, 1910

[illegible] coal house 243 of them being ten dents of the city and 12 fi[illegible] on the outside perime[illegible]

The adjourned annual meeting of the Ch[illegible]mber of commerce will be held this evening. Among the im[illegible] portant [illegible] come up is the [illegible] for the ensuing

[illegible] ...ston at the local [illegible] from the Illahee ex[illegible] ...ed to the Astoria Yacht [illegible] easily won by the local [illegible]

[illegible] were 993 to 937 in favor [illegible] A. P. [illegible]

The editor of [illegible]

[illegible] ...ook in every issue [illegible] of his pages is now devoted to no [illegible] ...ertise in the language. The only trouble with it is that Curtis is an [illegible] ...ter, tell whether the subject treated is religious or the Hea[illegible]

Skull of Famous Chinook Indian Chief May Soon Be Returned to Clatsop Home

Skull Of Famous Chinook Indian Chief To Return

Home To His Native Soil After 117 Years:

Chief's Pointed-Shape Skull Returned

ASTORIA, Ore., Jan. 1.—(AP)—The skull of the Chief Concomly is back in the chieftain's native land after 117 years in an English museum.

It was in 1825 that Concomly died, and he was buried at Seaborough head on the north bank of the Columbia River. Four years later Dr. Meredith Gairdner, Hudson's Bay Company physician, thought it would be a good idea for the British medical authorities to have a look at Concomly's skull, so he sent it to England.

The reason for his interest was that when Concomly was an infant, his was bound so that it grew to a pointed shape. That was customary among the aristocracy of the Chinook. Dr. Gairdner wondered how the superior intelligence of the Indian chief could be contained in such an adult shaped skull.

Whatever conclusions were reached, British interest waned

Hitler Blamed For Missing Jaw Of Chinook Chief

Destruction of the lower jaw of the skull of Chief Concomly of the Chinooks is among the many crimes chargeable to the account of Adolf Hitler, the Clatsop Historical society learned Wednesday.

The information comes in a note from H. M. Hamilton, surgeon rear admiral of the British navy and head of the naval naval hospital, Hasler, Gosport, Hants, England in Burnby Bell of the historical society.

Admiral Hamilton, who was responsible for recent return of the skull from the Gosport hospital, wrote in acknowledgement of newspaper clippings about the return which Bell had sent him.

Admiral Hamilton wrote that he was happy the naval navy was able to help create enthusiasm and interest in local history. He said also that he is preparing an article for the Royal Naval Journal concerning the skull and its return, and will send a copy to Bell.

"We were really lucky in saving the skull," he said in regard

Skull Back 'Unscathed' From Trip

He's Back at Last

Skull of Concomly Returns to Astoria

Indian Grave Opened Near Columbia

Indian Bill Before House

Chinooks Accept Flavel House As Repository for Chief's Skull

J. Girard Elliott, chairman of tribal council of the Chinook nation and Mrs. Elliott left listen intently at tribal council meeting in Skamokawa. Right, Lina Bridwell, grandson of Chief Tootoon, last of the chiefs of the Chinook tribe, in still building fishing boats at 85

Burnby Bell, of Clatsop county Historical society, offers

Skull of Chief Concomly, king of the Chinooks

get tribal consent in the grange hall here Saturday to put the remains of Indian chief on display at the Flavel house museum in Astoria.

Members of the Chinook tribal council [illegible] Saturday in the possession of the skull, according to Burnby Bell, Astoria official who conferred with the tribal council at the Skamokawa meeting.

Not only that, but Bell was made an honorary member of the tribe.

Stories Erroneous

Bell said today that there was no agreement about the skull. He said J. Girard Elliott, Skamokawa chief, retained possession, despite published stories to the contrary.

Bell said that the tribe planned to fight for ownership of the skull were erroneous.

Bell said that when he assured the tribe the skull was being given good care and treated honorably no objection was made to retention of it by the society.

Admission of Bell as an honorary member of the tribe was made by unanimous vote of the council on motion by Elliott and seconded by Mrs. Myrtle Woodcock, South Bend, tribal secretary.

Monument Talked

Bell said there was some discussion of possible erection of a monument to the unknown Chinook Indian chief, but that the matter was left in the hands of the tribal council.

"In appreciation of Bell's efforts in behalf of their nation and their chief," Elliott said, "we feel it appropriate that the skull be returned to the Chinook nation."

"Chief Concomly was a great man and good friend of the whites, as well as the Indians, and it is fitting that he should be honored in a white museum," Elliott said.

Skull Separated in 1850

The skull of the flat-headed Indian was removed from his sepulchre when the ground's frozen were being opened for use in mid 1850.

Treaty Also Turned Over

Bell said he has a copy of the treaty signed by Chief Concomly and other Chinook chiefs, which was turned over to the Clatsop County Historical society.

"The treaty signed by Concomly," Bell said, "seems to be one of Chief Concomly's most prized possessions, judging from the [illegible] evidence in the case."

"Concomly was a great honor to his people in [illegible] Bell said. "It is fitting that his skull be in a place of honor and revere[illegible]. The Bell said. "If a fitting place where they are extant. But [illegible] and enduring monument can be [illegible] the people don't look [illegible]

Ancient Skull Shipped

Members of the Clatsop Historical society observed the skull of Concomly, one of the historical museum's drawing cards, as it was packed this week and shipped off to the Smithsonian Institute in Washington, D. C., where it is being sent for scientific observation. Burnby Bell, left, and other members of the group, August Hildebrand, Mrs. Hildebrand, John Wicks, Otto Owen, Mrs. Ira Miller, and museum curator Harry Davidson, see the famous old Indian's skull before it is placed in the box. Skull goes to T. D. Stewart, of the division of physical anthropology at the Washington institution. Skull was returned to its original home three years ago from England. (A-B Photo)

Descendants Of Concomly Agree To Leave Skull Here

The skull of Chief Concomly of the Chinook tribe is going to Astoria, the Clatsop National historical society reports.

It is leaving the skull of their great chief, according to Burnby Bell, Astoria official who conferred with the tribal council at the Skamokawa meeting.

Not only that, but Bell was made an honorary member of the tribe.

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The 1851 treaty dealing with the south [illegible] and signed by Concomly and other Chinook chiefs, was turned over to the Clatsop County Historical society at the meeting.

Bell said that McLeod was instrumental in securing the treaty because the treaty was executed at Fort George (Astoria) city engineer, and R. C. F. Asbury were retained in 1806 by Silas Smith, Clatsop Plains resident and Clatsop Indian, and Harrison Allen, Portland attorney, to map the old Chinook holdings and that the copy of the treaty was made at that time.

Bell said that McLeod was interested because the treaty was evidence that the Chinooks at the time were entitled to certain [illegible]

There is no evidence that the 1851 treaty in which the Chinooks obtained payment for lands ceded to the U.S., was ever ratified by the senate.

The treaty was signed by [illegible] of 30 blanks [illegible] government and by 20 [illegible] natives of the C[illegible]

The treaty was signed by Daniel Waldo, Indian agent for the United States government, and other Indian agents for the government.

Chinook Tribesmen Want Possession Of Concomly's Skull

The Chinook Indian tribal council wants the skull of its tribe a great Chief Concomly turned over to it and will discuss the matter with Burnby Bell of the Clatsop County Historical society at a conference Saturday in Skamokawa.

Bell was invited to attend the Saturday conference following a tribal council meeting Thursday in Skamokawa at which the tribe declared its desire for return of the skull.

The skull was recently brought back from a royal naval hospital in Gosport England, through Bell's efforts. It had been there for 117 ye[illegible]

[illegible] and he plans to confer [illegible] of the historical s[illegible] determine the d[illegible]

Descendants

"We feeling is that the Chi[illegible] an appropriate, permanent [illegible] ment to ensure adequate and per[illegible] care of the remains of [illegible] chief.

"I am turning the skull over to t[illegible]

Bell said his invitation to at[illegible] came from a son of J. Girard Elliott, Skamokawa, chairman of the tribal council.

Has 1500 Members

Elliott was quoted in press dispatches as saying Thursday that "our Chinook nation is entitled to the skull. Do you or any other [illegible] the public?" Well Indians are [illegible]

The Chinook council has 1500 members. It was organized last year to prosecute claims against [illegible]

[illegible] federal "confiscation" of a wide area of territory surrounding the mouth of the Columbia river.

The tribal council contends this area was confiscated in violation of a treaty in 1851.

The tribal council embraces descendants of related tribes of coastal Indians in addition to the Chinooks.

Tribe Wants Chief's Skull

ASTORIA, Jan. 16 (Special)— Burnby Bell of the Clatsop His[illegible]

Chinook Indian chief, from England [illegible]

meeting of the Chinook tribal council in Skamokawa Saturday to discuss disposal of the skull.

Bell said he had been invited [illegible]

chairman of the tribal council.

The Chinook tribe, in a meeting Thursday, had indicated it would demand possession of the skull now on exhibit in the Clatsop county museum here.

"As a matter of fact, I have already written to Mrs. Myrtle Woodcock, South Bend Wash. secretary of the Chinook tribe, regarding the matter," Bell said.

"My feeling is that if the Chinook tribe would arrange a suitable permanent memorial that we could probably arrange for delivery of the skull to the tribe for suitable burial," Bell added.

The head of Concomly was cut off in 1808, 10 years after his death by Dr. Meredith Gairdner of Hudson Bay company and sent to England for study of the flattened skull. Recently Bell wrote to the Royal Naval hospital in Gosport where the skull has been on exhibit for 117 years, and the hospital sent him the skull.

BURIAL SUGGESTED

Chinooks Plan Meeting To Discuss Chief's Skull

By WALTER MATTILA

SKAMOKAWA, Wash., Jan. [illegible] Descendants of Concomly, [illegible]

In the wake of the agreement for Chinook remains of Indian [illegible] will secure here Saturday what [illegible] to take down [illegible] the [illegible] of [illegible] chief.

The skull of the flat-headed Indian who helped [illegible] Jacob Astor party more than 100 [illegible] recently was shipped [illegible] to the Clatsop County Historical society from [illegible] land. It was [illegible] on the chief's grave [illegible]

[illegible] Bell, Astoria city engineer and [illegible] Asbury were retained in 1806 by Silas Smith, Clatsop Plains resident and Clatsop Indian, and Harrison Allen, Portland attorney, to map the old Chinook holdings and that the copy of the treaty was made at that time.

The 1851 treaty dealing with the south [illegible] and signed by Concomly and other Chinook chiefs, was turned over to the Clatsop County Historical society at the meeting.

Bell said that McLeod was instrumental in securing the treaty because the treaty was evidence that the Chinooks at the time were entitled to certain [illegible]

There is no evidence that the 1851 treaty in which the Chinooks obtained payment for lands ceded to the U.S., was ever ratified by the senate.

The treaty was signed by Daniel Waldo, Indian agent for the United States government, and other Indian agents for the government.

The Chinooks received the [illegible] legal privilege of occupying their present [illegible] land, [illegible] store and out-[illegible]

Right to Cultivate

They also received the right to pick cranberries and cultivate land and the government agreed to remove a white man [illegible] Washington Hall from the [illegible] reserved to the [illegible]

The US agreed to pay the lower bands of Chinooks a $1000 annual [illegible]

BURNBY BELL
Met Monday in Chinook

NO CUROSITY

Chinooks Let Astoria Keep Chief's Skull

SKAMOKAWA, Wash. [illegible]

A Chinook council voted [illegible] to let the Clatsop County Historical society keep [illegible] skull since it was being treated properly [illegible] with [illegible] and not just as a curiosity.

Further requests indicated [illegible] Chinooks wanted the skull [illegible] be returned to the tribe and buried with honor.

THE SKULL of the flat-headed Indian who befriended [illegible] Jacob Astor party over a [illegible] years ago, recently was shipped to the society after it was removed by a [illegible] from the chief's grave in [illegible] and sent to a British museum.

The skull was placed in a glass case by the society in the Flavel house in Astoria. After the Chinook council's decision, Burnby Bell member of the historical society told the council the skull is being treated [illegible]

* * *

BELL WAS thanked by J. Girard Elliott, Chinook chairman for getting the skull back. Elliott said that was something the Chinooks have failed to do for many years. He said the Chinooks will cooperate with the society in preserving the skull and maintaining the [illegible]

In honor of Bell's action the council made him an honorary member of the Chinook nation. Bell replied that this was the greatest honor he has ever received.

Almost 100 members of the Chinook nation were present at the meeting. The council also heard Attorney Malcom Sheehan report on the Chinook suit against the government.

[illegible]ans Seek [illegible]ull Return

SKAMOKAWA, Wash. Jan. 15 (AP)— The descendants of Chief [illegible] of the once great Chinook nation of Indians and friend of the John Jacob Astor party years ago may finally find rest in their tribe.

Descendants of Chief Concomly, [illegible] Skamokawa chief, [illegible] the skull and determine its final [illegible]

The skull of the noted Indian was recently shipped to the Clatsop County Historical society here. It [illegible] it was removed from the chief's grave by an English [illegible] and sent to a British museum.

J. Girard Elliott, chairman of the recently revived [illegible] council, said:

Wife Suggests War

"Our Chinook nation is entitled to the skull. Do you or any of your friends want to [illegible] a skull from your [illegible] as a specimen to set in the [illegible] of the beginning? Well Indians are real people just as much as anyone else."

It will be a matter for the council to decide whether it will ask that the skull be returned.

Elliott's wife was more em-

Astorian Budget 3-16-56

Clatsop Indians Were Friendly, Says Pioneer

CLATSOP DESCENDANTS—Silas B. and Charlotte Smith, son and daughter of Soo-mon-ti-ah, Chief Coboway of the Clatsop Indians, pictured at early Astoria county

(By MRS. ROSE WEST JOHNSON)

I remember some of our kindly Clatsop Indians. I have heard the pioneers of 1844 and later tell of them. I have read in the explorers and pioneer journals accounts of the customs of the Clatsop tribe. Although a few writers brush them off as a docile, dull people of little consequence in the settlement of the Oregon country, history proves otherwise.

When some members of the United States congress were arguing that it would be better to let China settle the Pacific northwest than that so distant a land be taken into the Union, Yankee sailing vessels were entering the Columbia making friends with the Indians and engaging in valuable trade with them. The Lewis and Clark journals state that the Indians told of 14 vessels that they had traded with and a Captain Haley they particularly liked. The Tillamooks destroyed all of the crew of a vessel that had entered Tillamook bay. The Indians to the north left not a trace of John Jacob Astor's ship.

Had not the Clatsops refrained from the "Boston men" and the pioneers of 1844 and later taught them I have read in the explorer and pioneer journals accounts of friendliness of the Clatsop tribe. Although a few writers brush them off as a docile, dull people of little consequence in the settlement of the Oregon country, history proves otherwise.

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Ft George When Louis LeMonte and Joseph Gervais were considered too old for the hardships of the wilderness, they, with their wives and children, settled on the farming lands north of Salem. The wives were industrious helpers, women in whose homes the first Oregon schools were conducted and the organization of an Oregon government, independent of the Hudson's Bay company, was discussed.

Married Astor Baker

Celeste first married the baker of the Astor company. When the Hudson's bay company took over, she, like her sisters, accompanied her husband to Vancouver, but learning that her husband had another wife she left him and married the first Oregon school teacher, Solomon H. Smith. After a few years she persuaded her husband to come to her former home by the sea. Smith was the first white settler of the Clatsop region. Excavations may still be seen where his fortress home stood, west of Smith lake. The outline of the cellar under the living room may be seen where Celeste had had the white Indian agent until the wrath of the Indians reached. Two Indians had lost their lives through the bad judgment of the agent. Silas and Charlotte, son and daughter of the Smiths, were wonderfully helpful neighbors of the early settlers.

Captain Alexander Latty's wife was a Clatsop Indian. The family, a figured large in early Oregon history. Latty as bar pilot for the Hudson's bay company employed Indians to help him navigate vessels over the treacherous Columbia bar. Sometimes Indian men were tied to rigging in order not to be wavered. After Latty's death his son and Celeste built the first resort hotel at Seaside. They sold to Ben Holladay.

Learned Jargon

My mother, whose maiden name was Lamira Harrison, in Oregon by covered wagon in 1846. She grew to womanhood near Hillsboro where, like Oregon youngsters, she learned to speak Indian jargon. All John Harrison's eldest son, taken prisoner by Blackfeet Indians when crossing the plains, the parents raised their family to feel kindly toward the people whose hunting and fishing grounds were being overrun.

In 1872 the West family established themselves on Calapooia plains. Mother brought clams, salmon and berries from the Clatsop Indian women. They were the food she gave them, usually sitting on the porch in front of the fireplace. Father bought elk meat of the Indians, as justice of the peace, he married them and did much to prevent the sale of liquor to them.

Friend of Indians

John Cox, Clatsop pioneer of 1845, in his contributions to the early historical quarterlies tells of his friendship for Edward Comcomly, whose father was the red-headed chief of the Clatsops. On taking leave Indian Maria and Edward's stepdaughters, Margaret had slightly reddish hair. Edward's family lived near Cullaby lake. He was the Indian gun-smith. Katalle, one of the Clatsop chiefs, was murdered by Ben Holladay who named his small steamer that plied between Astoria and Skipanon the "Katalle." Totlum, the last Clatsop chief, built wonderful canoes. He decorated their bows with images of whales. His daughter, Kate, a large, well-framed woman but with a slightly flattened head, was a refined woman. She married a white man and raised a family of good citizens.

Jennie Michell, sometimes called the last of the Clatsops, was old, bowed and wrinkled when I was a child. When she had dug a basket of clams with a sharp stick, her white husband who had been a packer for the Hudson's bay company, walked down to the clam bed, picked up the basket, and carried it to the draft log.

The Indian women did about all of the work whether their husbands were red or white. When the father of a white family is in his last illness, a family that had been thoughtful and just by the near Indian neighbors, Jennie Michell went every day to the white man's home to inquire how her good friend was getting on and to offer help. The white neighbors built a neat little house for her in her old age. She and her white wilderness-man were buried beside it at the Indian village at Seaside.

Harmed No Whites

Though the Indians quarrelled, more or less among themselves, especially when they got the white man's whiskey, so far as I know, no white person was ever harmed by a Clatsop Indian. It was not because the Indians were a weak, deformed people, but because they were regarded as friends, and treated justly by many, but not all, of the early explorers, fur trappers and settlers. In this no white man's land of the northwest where destiny seems to have guided the success of the west over that of the east the Clatsop Indians did an important part for the west

Open Forum

WRONG NUMBER

To the Editor: Manufacturer indeed is the gal of more than 900 native and trade beads received today by Tom Johnson of Olney to the Clatsop-Nehalem County and to the project of museum at Fort Clatsop National Memorial park.

There are wonderful errors in the Budget's article concerning the beads in the Johnson collection by famous Indian word for a tubular shell money found on the Atlantic seaboard in aboriginal times. The tiny white perforated discs were manufactured in Asia were popular to the Oregon coast and Columbia river Indians, and were used only for ornament not I

[illegible] with wampum of the east coast nor the local dice beads are to be confused with dentalia to use the American Indian [illegible] which was the medium of exchange west of the Rockies before the white man came. It is incorrect to use the word wampum in reference to west coast Indian beads.

Secondly, the name of that far flung British trading firm is not Hudson Bay company. It has never been anything but Hudson's Bay company. The difference may be such as "Englishmanand" [illegible] the reference to "

[illegible] suggests the words are Asian adapted into the Chinook jargon—such synonyms as that not all the glass beads in the gulf merit this appellation. Only dark blue "cobalt" beads were chief beads—neither colors were most to as kamook, or silver beads. A perusal of the Lewis and Clark journals and all other records of early times in this area will confirm this color preference. Since Lewis and Clark ran shy of cobalt beads—and nearly starved before the [illegible] is unlikely that the Wauwaucat burial ground contained any ornaments from so early a period. The dark beads in John

[illegible] have been traded by sun and are not so deep a blue as they probably were when the fur traders brought them to the Indians.

These criticisms are by no means to downgrade Johnson's fill lots of historical relics but only to be more specific about the use of a most important trade item of the California area.

VIRGINIA JENSO
Member Oregon and Clatsop County Historical societies

Mattila and the Skull

Who owns Concomly's head?

Walter Mattila, a former dentist in Astoria, came into the Astorian Research Institute Friday. Things not Normally, if Ever Seen when the usher day and dropped down a paper on the desk.

It's an outrage. They have no more right to Concomly's head than I do.

I am befuddled," answered the chief researcher. Please elucidate.

He pointed to an editorial in the Astorian-Budget which read in part:

"The royal naval hospital in Greenwich, England is being sent relations in return for the head of Chief Concomly of the Chinook Indians in his native land, and the Clatsop Historical society has displayed commendable initiative in requesting the historic relic and getting it back again.

But how did Concomly's head get over in the land of the beef eaters in the first place?

MATTILA an expert on things of the lower Columbia and Lapland explained that four years after Chief Concomly of the Chinooks died in March 1834 one Dr. Meriden Gardner, a physician working for the Hudson's Bay company, relieved the chief of his skull and sent it to England. In his will he asked that

England now Indian aristocracy of the lower Columbia flattened quickly by undoing an offering.

"Now I contend," said Mattila, "that this Dr. Gardner had no right to take Concomly's head, and the people in England had no right to it. And thus they have no right to give it to the Clatsop County Historical society, which thus makes itself a partner in grave robbing.

Well maybe the Chinook Indians should claim it.

But investigation shows that

IT WILL BE impossible of course, for these very few persons to fight the Clatsop County Historical society, which also has supported by fishermen and fur traders of Astoria. Besides the U. S. government is getting on Mattila and Chinook going on the warpath right now.

However, if Mattila and the Chinook descendants would join the Seminole tribe of Florida they would be free to wage war against the Tallahassee Historical society. The Seminoles, who waged war against Uncle Sam in the 1830s at about the time Concomly's head was kidnaped, never have signed a treaty with the United States. Technically they are at war

Now it would be perfectly proper in view of these circumstances for Mattila and the Seminoles to sneak up on Astoria and take Concomly's head by force.

The Research Institute sees no other way out at present, so long as the Clatsop County Historical society is backed by the Astor-an-Budget remains obstinate in the matter. Only other a necessity is named: "[illegible] United Nations to determine true ownership

Chinook Chief Left Many Local Descen

DESCENDANTS The women here photographs are all descendants of Chief Comcomly of the Chinook tribe. Above left Mary Bondeau, ash [illegible] was a grand daughter of the chief. Above, right, in center Mrs. Carolyn Thomas, great grandaughter, great granddaughter, and at mother daughter Mrs. John Shepherd, who is Comcomly's great-great-great granddaughter. Lower left a great great grandaughter Mrs. Chris Henry Lower center, a great-great-great granddaughter, Mrs. Arthur Bullers. Lower right, a great granddaughter, Mrs. Jonassen Lower

By ESTHEL ABBEY MOORE

Six generations of descendants of Chief Comcomly, chief of the Chinook Indians, who died in 1830 and whose skull was recently returned to the Clatsop County Historical society from England where it was taken by Dr. Meredith Gardner in 1926 to show how the ancestors of the Indians flattened the skull.

One of Comcomly's sons was a Quinault Indian princess. A daughter Margaret was born to them. She married a man named Robinson.

Daughter Married Twice

Their daughter, Mary, married Darheney first, then Kelly second.

A daughter Agnes Darheney married Jonathan Elliott.

Their daughter Louise E. Elliott married Chris K. Henry.

Their daughter, Agnes, married Arthur J. Bullers.

Their daughter Carolyn, married Conrad Peterson.

Their daughter, Agnes, married John Shepherd.

Of course these women had other children but this is a direct line of women of six generations beginning with Mary Robedeau (Kelly) who was a granddaughter of Comcomly.

Had 500 Acres

This granddaughter was a remarkable woman. Curel Comcom. ly gave her 500 acres of land which she became Fort Columbia, Wash.

Here she and Mr. Kelly ran a store for the Hudson Bay company and at the same time she had a boarding house. She acted as mid wife for all the women in the neighborhood and even performed operations with the use [illegible] of chloroform as the anesthetic. [illegible]

Only Two Survive

It was through the kindness of Carolyn Peterson that I was able to get these pictures.

I hope to meet other descendants of Comcomly and hear stories of the past with [illegible] pass on from one to another. Time is short.

All of these women are dead now except the last three.

Mrs. [illegible] Mrs. [illegible] Mrs. [illegible] Hammond and [illegible] receive [illegible]

Is Honor Student

Mr. and Mrs. Shepherd are both graduates of the University of Oregon and [illegible] Comcomly might well be proud of his descendant, Carolyn Peterson Shep-

Old Diaries Reveal 'Angel Of Timber'

By RUSSELL DARK

MRS. MARY RIDDLE

[illegible] Mary Riddle, [illegible] Astoria, [illegible] Riddle, [illegible] Mrs. Riddle [illegible] Her story of how she [illegible] 50 years of [illegible] became [illegible] Angel of the Timber [illegible] [illegible] Last week [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] which for 40 years have [illegible] pages [illegible] a record [illegible] [illegible] of several [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

For Museum

No one dared to try to paddle the 20 foot Indian dugout canoe from Seaside to Astoria so it was trucked up to the county historical museum Sunday. With the canoe are, from left, Charles Owen, Burrell Bell of the Historical society, Harold Gill, through whose efforts the canoe was donated by the Robert Warrack estate, and Kaye Paterson, Portland, Gill's granddaughter (A B Photo)

Origin of Cannon Ball Found In Slide Area Is Not Known

A Big One

For History's Sake

the antique 37- or [illegible] on the [illegible] Here Miss Anne Sh[illegible] receives on the [illegible] and Mrs. John [illegible] Dr. R. M. Kullberg, president of the Clat[illegible] vice-president, and Harry Davidson, curator [illegible] the museum. The flag flew for the first day from the museum in honor of the inauguration of [illegible] country's 34th [illegible] Daight [illegible]

Indian Dugout Canoe Donated To Clatsop Historical Museum

daughter of the late Mr and Mrs [illegible] some authorities with having [illegible] owned the [illegible]

The canoe was from an Indian [illegible] Mrs Gill, Charles Owen of Sea[illegible]

1934 on 1935
Hewn From Cedar

[illegible] typical of those [illegible] Indian villages to [illegible]

[illegible] grasping with hard [illegible] almost [illegible] and the boiling water permitted [illegible] in flare which gave the craft its [illegible]

The Indians used these canoes for whaling, hunting seals and sea lions and for coastwise voyages as far as Alaska. While somewhat cranky in the hands of untrained white men, the canoes were very seaworthy and were launched and landed in heavy surf.

Astoria, Oregon, [illegible]

Hay Baler, Petrified Cat--- They Help Make History Here

The baler which now stands as a "sage" on the lawn of the Flavel Mans[illegible]

Cradle Also Given

Belonged to Plympton

The McMath family has for the past 50 years and more owned the old Plympton farm near Westport.

The farm was established by J. F. Plympton in the early 1850's. In 1871, he ordered a hay baler which was dispatched from the east coast via Cape Horn and finally arrived in good condition.

The baler has been in the barn of the old Plympton farm for many a year.

Moved by Truck

Finally the McMaths decided to sell the farm and before doing so [illegible] to get rid of the baler, they called [illegible] the Oregon Historical society, [illegible]

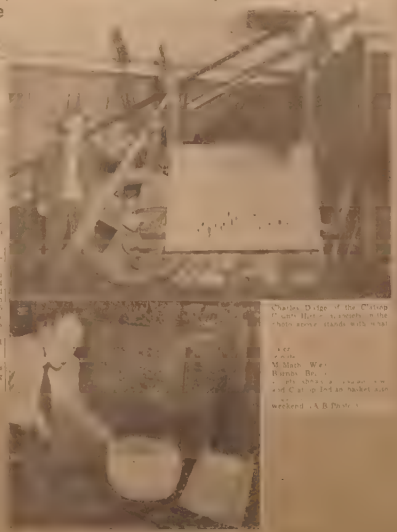
Historical society [illegible] An expedition from the society, including Burrell Bell, Walter McMath, who gave the old tool, has long been a Westport resident. Mrs. McMath is the former Marie Gemmie who for years was a well known dancing teacher in Vancouver and Astoria.

Bowl From Empo

The sugar furnace bowl just acquired by the society was given Bell by Chief Empo, who long Bell he found it in the yard of the Empo farm in Brownsmead in 1917. Bell said it is fluted on the sides and weighs about [illegible] pounds, so probably was used for [illegible] rather than [illegible]

To be displayed with decorative stone Indian bowl [illegible] donated by Mrs. A. S. Tee. It is a typical Clatsop style looking [illegible] something like a bowl exactly [illegible]

Ancient Implement 7-1-1953



Charles Dodge of the Clatsop County Historical society in the newly erected stands with what [illegible]

Historical Group Changes Meeting Due to Concert

Cub Scouts At Museum For Visit

ALLUSKI (Special) —Cub scout den No. 2 of Wallace marched up to the Clatsop County Historical society museum last Friday accompanied by Den Mother Mrs. E. Tryon and Mrs. M. Godwin.

PHILIPPA SEABROOK

PREMIERE — The Astoria Symphonet, under the direction of Tony D'Elia, was slated [illegible] Friday evening, for the benefit of the Clatsop County historical museum. A program has been planned to please the public, and a free will offering will be taken up. [illegible] Herald & Bee Photo)

Symphonet Lists Program Made for Public Interest

The program to be given by the Astoria Symphonet under the direction of Tony D'Elia Tuesday at the Elks temple promises to be [illegible]

Members of D'Elia's symphonet orchestra are Belva Olson, Elea- [illegible]

Snell, Frank Frickey Ole Zetterlow, Eben Parker, William Hackett, Albert Engbretson [illegible] Lambertsen, Henry Ostrom, Fred Ancila, H. T. Hacker, Enos Kos- [illegible]

The [illegible] piece orchestra is to [illegible] Dan [illegible] D'Elia and his band [illegible]

[illegible] a Persian March [illegible] several numbers [illegible] by former Astoria [illegible]

Symphonet Gives Thrill At Premiere

A [illegible]

Some Old Timers

[illegible] ogn aed as loyal artists who have played in solo or combination before. Some were old fiddlers and some were young musicians who had taken their beloved instruments out of the plush lined cases, dusted them off and gracefully accepted the challenge of D'Elia's direction, to play again.

It is [illegible] that a symphony orchestra, a mixture of young and old, artists and amateurs, and a program of numbers that mixture blended into one rhythmic surge of splendid music.

Amato Starred

Notable were "La Golondrina" lilting Mexican favorite the measured cadences of "In a Monastery Garden," in which the piano's bell-like tones were evident even above the heavier strumpings of Amato's and whistling.

The latter, by the way, who divides his time between the Astoria Symphonet and the Portland symphony, starred in numbers where the drums and pans were important, as in the overture "Raymond" [illegible] curtain raisers in the old Olympian revival days.

Other instruments that [illegible] featured were the [illegible] in duet in "Gloriana" a French trumpet and an Italian [illegible] (Koskela and D'Agostino) in a perfect combine of technique. Young's were notable in "Angel Dreams" and "Waters of the Minnetonka" and Beaver Brass and strings in Rachmaninoff's prelude, and the orchestra's encore another rousing Hungarian number.

Applaud Singer

Genevieve Clancy Dundore's vocal solos at the museum to the splendid piano accompaniment of Maude Rose Sargent were so enthusiastically received she was unable to grant the encores the audience requested of her. Her voice, of the Jeanette McDonald type, showed a fine range and careful panissimo in both "Hallelujah" and "Ave Maria," from Max Bruch's Lady of the Lake. Her third number was "Through the Years," by Vincent Youmans, done with exquisite feeling.

Dr. B. W. Kuilpers, president of the Clatsop County History club, [illegible] which the symphonet performed in benefit, spoke a few words concerning the relationship of the Fave mansion into the county museum.

During D'Elia handed over the proceeds, $135 to the society for that purpose at the close of the concert debut.

State Historical Society Meeting Call's Local Folk

[illegible] the annual meeting of the Oregon Historical society and election of officers, scheduled for Saturday at the Portland public library.

Many of the Clatsop county members are members of the state association, and these have received ballots through the mail, to cast their votes for the year's slate. At the meeting the results of the secret balloting will be announced, and members may bring any business before the association from the floor.

The annual dinner meeting will be held in the Italian room of the Multnomah hotel at 6:30 that evening, the speaker to be Howard Corbett, whose topic is "Fort Vancouver and Saker."

Reservations for the dinner, which is open to the public, must be made by the office of the Portland society by Thursday.

One of the features of the afternoon will be a luncheon to be held at Vancouver, Wash., where Frank Hunt will speak on "Digging for History from the Ground," and the group will visit the excavations of Fort Vancouver.

More Digging Due At Fort Clatsop Site This Year

Further digging at the Fort Clatsop site will be undertaken against the [illegible] has been revealed the archeological work last summer, established the location of the old fort's southeastern corner running [illegible]

Walter Johnson, president of the Clatsop county historical society, [illegible] has received a letter from [illegible] indicating an intention to resume the digging [illegible]

[illegible] work at Fort Clatsop [illegible] request of the regular meeting of the historical society next Thursday night in the chamber of commerce [illegible]

[illegible] plan a public [illegible] meeting, W. Johnson said.

[illegible] Awards [illegible] county school pupils in the historical [illegible] essay contest also will be awarded at the business [illegible] meeting.

PHILIPPA SEABROOK

MUSIC IN THE AIR — [illegible] band played [illegible] porch of the Clatsop County Historical museum Wednesday night, under the direction of James Lovatt. The concert was sponsored by the local 608 of the American Federation of Musicians, through a grant from the Music Performers trust fund of the recording industries. Despite intermittent showers, cars formed a steady [illegible] and cars were parked for blocks around, those not close enough to sit in the comfort of their cars, gathered in groups in front of the museum. The 24-piece band featured martial music and overtures, obliging the enthusiasm of the crowd with two additional encores. (A-B Photo)

Author of Fast Selling Book Finds Dreams Coming True

1945

Astorian Budget March 12, 1953

Mining Claims Scanty in Clatsop Records

Tree-to-Tree Description Given For First Claim

By VIRGINIA JENSON
A-B Staff Writer

Find a red fir tree on Rock creek that was five feet in diameter, in the late spring of 1885.

Face 1500 feet in a northerly direction to a hemlock tree that was 3'2 feet in diameter, also by its growth in 1885.

Measure a parallelogram 300 feet on each side of the line between the two trees.

Thus, and this only, is the "legal" description of Clatsop county's first gold mining claim. Assuming that the two trees still are standing these 68 years, there is no more accurate location specified, since most of the land remained unsurveyed during the nine-year flurry of Oregon's first miners' stroke.

All in Book

From gold in the mud-'80's to uranium for atom bombs in the early '50's of this century, the county's entire mining record is contained in 140 pages of a small brown book. The leather-bound volume, nine by 13 inches and about two inches thick, is tiny by comparison to modern record books. It contains registry of only 118 claims in a little more than 67 years.

So far between were filings of mining claims that the book had the house basement vault last November when a group of locators filed placer claims for magnetite, ilmenite and zircon on Clatsop spit, diagonally across the county from that of the first registered mining claim. The book is now in the clerk's upstairs vault for handy reference.

The tiny volume has seen transitions in methods from Spencerian longhand, when a legible if decorative hand was a requisite for employment in the county clerk's office, through the roller type-writer which can be used on a bound book, to the present photostating process.

Gold Found in 1885

To J M Wood goes the credit for finding Clatsop's first gold, at least so far as recorded claims go. He registered the claim on May 25, 1885, after locating and staking the ground on April 6.

C J Trenchard, county clerk at the time, longhanded the record. Ward Gold Claim to a "lode bearing gold silver and other valuable minerals" and called his site the Gertrude claim location.

The record of claim fails to state what void the location had, but it does indicate some minerals were found, since nine more claims and a record of formation of a mining district were filed in the area through August, 1856.

11 Miles East

The modern reader perusing the mining claims book can find no marking of the location of the claims until after eight more

Andy Dalquist, veteran clerk in the Clatsop county clerk's office, holds one of the volumes which contains all the mining claims that have been filed in the county. At left is Mrs. Dorothy Wright, deputy county clerk, looking over the shoulder of the clerk's vault, where the book is kept with other county records.

claims are listed on Rock creek. The line between sections one and Then, on July 10, 1899, the book tells us, a township, Rock creek mining district with W. Sam H. Brandeis, as president, and secretary.

A map of the southeastern township on Clatsop county companies the district organiz tion record and shows Rock creek mining district to be approximately 11 miles due east of the present town of Elsie. The Upper Gulch district extended eastward into what is now Columbia county, and since a major portion of the land had not been surveyed, the exact boundaries when the district was formed, the trees and markings of the cattle remain only on the original descriptions of the gold bearing workings of yesterday.

The claim filings were given names as original settlers on the north bank of the Nehalem as those of the Rock creek rushes of the early west. The district of which he was a member failure claim is not recorded, and the Upper Gulch district as mentioned as a boundary of was in the record.

Another lawsuit Queens should be settled with a claim with Gulch, Rock creek and owning prejudice to location. The unreadable location was on Bird mound 400 feet as a name by one to petal locator, he must and a mile north of and pendent's distance to defend on the Rock creek. At the time land in the claim book. Fever Bird Field 1791.

Gold fever if the claims is an old colloquialism county, in 1890 when tan Glazer discovered quartz bearing other minerals Gulch 13 miles due west of Wendt's claim.

Glazer claim filed near W. J. Where he was living and J. C. Cutler was digging.

The modern reader perusing the Ford Chevrolet and Plymouth latters mentioning the sale of land. He looked for claims feet north of the

Evening Astorian-Budget, Astoria, Oregon, Wednesday, April 8, 1953

Highlights of NW History

Editor's Note: This is No 20 in a series of articles written by Dr. Dan E. Clark, professor emeritus of history at University of Oregon on significant events in the history of the northwest.

Both the London authorities of the Hudson Bay Company and the coastal trade and gain the best of American competition John McLoughlin's letters also

There were two methods of conducting the coastal trade. One was by means of ships, most of which at first were small, although larger vessels were later provided. Unfortunately many of the ship captains were inefficient and some were drunkards. The William and Ann, loaded with supplies from London, was wrecked at the mouth of the Columbia in 1829 and its crew and cargo were lost. The following year another ship, Lie Isabella, at the southern end of Puget was also wrecked in attempting to

destroyed by fire, but re-build- ing began almost immediate- and thereafter Fort Langley was completed. Lake in the company's fur trade network other trading posts further up the coast were Fort Simpson on the Nass river, Fort McLoughlin on Milbanke sound, Fort Durand Fort Rupert on the Russ- company, Fort Stu- and Fort Nisqually June on the present site of Wran- Alaska, and Fort Nisqually sound. The last named fort especially well situated on quiet waters and was fairly accessible to Fort Vancouver overland.

Next Question: What American competition did the Hudson's Bay have in the Coastal

The Leading Posts

Ft. Columbia Once Concomly's Home Area

Old Indian Chief Was First Pilot On Columbia Bar

By AMY WALKER

"There's gold on them thar hills" was the watch word of the Lower Columbia area in the years following the death of Captain James Scarborough in 1850's. At Fort Columbia at Scarborough Head as it was called, as the old sea-captain had buried his considerable fortune in gold on the land of what is now Fort Columbia.

The 641 acres of the military reservation was at once the abandoned home of one-eyed Chief Concomly, the actual ruler of all the lower Columbia region. Here he lived with his three wives and it is the high bluff he had blazed the Indian signal fires which could be seen for miles up and down the river.

Concomly was the first bar pilot on the Columbia going to the aid of inbound ships in his big canoe, manned by 16 or 18 Indians. Between 1820 and 1841 a pestilence, possibly measles or smallpox, spread among the tribes. Chief Concomly and several members of his household died. He was given a royal fu-

WHERE WAS IT?- This drawing of the Chinook Indians [illegible] Commander Wilkes of the U according to Mrs. Walk this is the grave [illegible] think it was at Scarb

neral by the Hudson's Bay people at a spot on the [illegible] Astoria, near the end of the pres- ent 8th street.

Deserted 14 Years

After 14 years of desert [illegible] home in 1844 w [illegible] as a donat [illegible] Captain James Scarborough, who had been a Hudson's Bay Co employe. He was now taking [illegible] ed an Indian woman [illegible] sailed in her [illegible] ers and once a year [illegible] sailed for England where he sold the salmon [illegible]

[illegible] ber of hawthorn, scotch broom [illegible]

$2000 Given To Museum by Louis Sovey

[illegible] Sovey, native son of As- [illegible] who left here many years ago [illegible] a little boy, [illegible] a kind fa- [illegible] cene of his boyhood village. [illegible] Before he left he made out [illegible] a check to the Oregon Historical Society for the [illegible] tion of the Clatsop Plains [illegible] home as a historical museum. [illegible] "See what you can do [illegible]

[illegible] who owned [illegible] quest to Astoria and [illegible] different on the affairs of the [illegible] of the Plains home [illegible] he joined the [illegible] all [illegible] [illegible] who [illegible] unopposed [illegible] [illegible] dollars and a promise [illegible] [illegible] building [illegible] in the project.

[illegible] [illegible] part of the [illegible] and mothered [illegible]

Sovey stated that what he [illegible] on the future toward further [illegible] would be determined by [illegible] on of the organization [illegible] Historical society.

Dr. R. W. Kolberg president [illegible] Charles Dodge, chairman of [illegible] board of directors, Hollie Ridge [illegible] treasurer of the society, and [illegible] Dodge, member [illegible] would also be directors [illegible] members of the society, [illegible] ing last night at the old [illegible] had numerous pictures a [illegible] of early Astoria and [illegible] the Historical society would [illegible] use for them in the museum. [illegible] Members voted to dedicate [illegible] to the benefactor.

Bonnie

Astorian-Budget Astoria Thursday, September 27, 1951

[illegible] part of the [illegible] [illegible] United States government G [illegible] ernment and [illegible] the world [illegible] $10,000 gift [illegible] 1867 the US government [illegible] [illegible] [illegible]

Astoria Was a Rough, Tough Place During Good Old Days

Shanghaiing in the Old Days Of Seining, Silent Movies

By HAROLD TAYLOR

Did you ever see a seining [illegible] in action? Well, a good [illegible]

[illegible] the entire sands were covered with [illegible] a foot or so of the river. And [illegible] naturally gave one the impression that they were floundering around in seemingly bottomless water.

After the headline and the tail-line launches had laid out the seine in the deep water, the lines were taken ashore and turned over to the teamsters. Then as both ends of the huge net were pulled into shallow water by the hand-working teams, fish were gradually brought together. As this landing operation is needed, the beachcombers are lugged in the net and into the water as the boat pullers or set gliders crouch regale it out [illegible] the fish packed.

Then when the fish [illegible] of the seine was finally in, everyone gathered around its edge and helped toss the tons of squirming, kicking salmon into the fish skiffs.

Better Than Tractor

And so . . . the lowly horse has actually done something that no tractor could do. He caught fish. And those poor fish just didn't have a chance to get up to the spawning grounds. Because, in addition to the seines, they had to run the gamut of stationary traps, set nets, fish wheels and hundreds of floating nets. The fish packing plants occasionally received more fish than they could handle. What did they do with them? That's right! They counted them and tossed them back into the river. But those fish didn't do any more swimming.

Although this was the period between the horse and the automobile ages Astoria did have a fine array of silent movie palaces. Some of the better known picture houses were the Jewel, the Star, the Crystal, the Blue Mouse and the Columbia. And, catering to the swank set, there was the then famous Fisher's opera house. It was located on the northeast corner of 12th and Exchange streets. And it was complete with scenery, orchestra pit, balcony, boxes and powerful spotlights.

Regular Fairema

But the Jewel was the best known movie house in town. It was owned by a girl named Tagg, a man who also owned a very popular confectionary store. And it featured those same tingling serials, such as Pearl White and the dastardly villain. Inasmuch as the prices of a ticket was only a dime and Tagg sometimes issued a striped stick of candy, us kids were steady patrons. Saturdays the place was packed and it was stuffy fast in the quagmire.

The palace of thrills was located on the north side of Commercial street, near 11th. The lines would form on the street and the Crystal was a bad block east of it. The Blue Mouse was also on the south side of the street, between 12th and 13th, and the Columbia stood near the railroad track on 14th street. All in all, it was fun.

Big Kink

Then, for those who didn't care for movies, vaudeville there was the Dreamland skating rink, a huge place which was built alongside of the tracks between 14th and 16th streets. You entered the rink via a broad alley which ran along the side of the Crystal theater. And you wasted to the music of the giant organ or automatic band. That contraption had everything and more. Base drum, snare drum, horns, whistles and a good many dreds of floating nets. The fish-

Beauty parlors, we had none but the saloons with its swinging door must have been fun. In any event, there were one on every corner and some in the middle of the block. Likewise, there just weren't any Cash and Carry stores, no five and dimes, no ladies ready-to-wear. The retail establishments all operated on the credit and home delivery plan. In fact, everything—beer—was delivered to your door. And the grateful grocery always gave the kids a big sack of candy when Mom or Pop eventually paid the bill. Bread was unwrapped—sugar, raisins and macaroni came in wooden boxes and almost everything was in bulk.

Couldn't Stop

Among some of the better known business houses were the following: Ross Higgins and company, F-ard and Stokes Hardware, Frank Rowe's restaurant, Farr's drug store, Loukinen and Harrison's menswear, Eagle drug company, Bee Hive department store Oregon bakery, Handley's bowling alley-pool parlor-cigar store and last but far from least, Hoefler's confectionery. Hoefler's was the home of those famous Centennial chocolates . . . three chocolates nobody could resist. They were huge, rum-flavored candies with both light and dark milk chocolate coating. And you just couldn't stop after yo

[illegible] ave painted ladies [illegible] after greeting their customers through a peekhole at the door, they expertly supplied the relaxation and feminine touch. Particularly the touch. Usually, after a night of drinking and fun-making, the gent woke up with a bang-over and empty pockets. But the painted ladies knew that he would eventually return with another stake, after six or eight [illegible] hard-breaking toil and [illegible]

[illegible] ... was in addition to revenue received from logging, shipping, fishing, townbuilding, etc. And it included numerous fish canneries and cold storage plants. There was Bolle's sawmill in Uniontown (the Clatsop mill, the Astor Box company plant, and the Hammond Lumber Company mill, the biggest saw-[illegible] in the northwest.

Little Worry

Then there was the Astoria Iron works, the Astoria Foundry, Brenner's Blacksmith shop the Astorian Printing mills company plant at the foot of Post street and Hoefler's candy factory. And the aforementioned firms were only a few of the existing payrolls. For instance, Kelley's woodyard had a huge fleet of wood wagons and occupied a square block on the waterfront where the Standard Oil tanks now stand. And nearby stood the Malagarnha-McCann Boatbuilding shop. Obviously, if a man was ready willing and able to work, there was a job for him. And he didn't worry much about withholding or social security.

Naturally, our fair city had a so called red-light district. Yes, [illegible] lenineries of romance lined both sides of [illegible] from Fifth to 10th, [illegible] their wealth and position by engaging in the lucrative shanghai market. Yes, those tall-masted sailing ships just had to have crews. And it seems as how there was always a shortage of human bein who were willing to sail before the mast. A voyage sometimes lasted a year or more. Then some of the lads who had been forcefully enlisted up in Portland sobered up and dusted seaward. A sailing ship in port moors close in and the river isn't too wide in

procurer's methods were simple. A knock out drop in Ouff's beer a trap door in the floor a skiff [illegible] the bottom of the ladies' and a brisk row out to the anchorage.

Nehalem's Oldest Resident Tells History of Hardships

By HELEN OBER
A.B. Correspondent

[illegible] a standpoint of age and length of residence.

Mrs. Kimm keeps young by caring for her 30 hens from which she sells eggs, entirely by her own efforts. She has planted a vegetable garden as usual and even likes to spade the rich loam [illegible] Her peas are a ready up and other early vegetables growing, she does require considerably more rest than in days gone by. She has taken an interest in reading the newspapers.

Mrs. Klein with her husband, Andrew Klein, and their year-old son, Hugo, came to Nehalem "the hard way" in 1886 to settle on their land claim which is still her home. Born in Germany, near Kassen, in 1861, she came with her parents 18 years later to settle in Nebraska. [illegible] moved to Sioux City, Iowa, where two children were born. Then the infants died, but with the other, Hugo, the parents came to Nehalem.

The trip was made by train to Astoria, then by boat, the "Sue Elmore", to Garibaldi, by wagon to Nehalem Bay, and by boat up the river to Nehalem where [illegible] ready then existed.

The [illegible] persons met on the [illegible] from were Mrs. Nicia Eaton, now of Nehalem, but then three years of age at the latter's Grandpa [illegible] Keenan's early day home near Garibaldi where they spent the [illegible]

To get from Garibaldi to the Keenan house Anders Kaak, a [illegible] carried the family [illegible] case for a short distance at time he turned to get his [illegible]

[illegible] the baby. Before the [illegible] going was accomplished, and the Andrew Nehalem Valley [illegible] founder's oldest settlement, completed.

Mrs. Klein's parents had come to Nehalem previously and were living in the cabin until the [illegible] couple arrive. Would [illegible]

[illegible] pected trip, but their coming proved a big surprise due to the fact that the letter had not been received. Mrs. Klein [illegible] coming through Seattle and over the Columbia river to the [illegible] who now had long ceased [illegible] the old days and are still saying [illegible] days and so on.

While [illegible] their claim [illegible] a big spot number and [illegible] there, joined a tentate [illegible] prospective husband, Mrs. Klein [illegible] Wm. Tichenor and the Joseph Elliott [illegible] at first. Later before the [illegible] home was finished, [illegible] a cabin [illegible] another, Henry Tichenor, when [illegible] a sawmill and bought the [illegible] and moved it [illegible] Henry Ober. At that time it [illegible] Nehalem, Tillamook, and had been built by a Mr. [illegible] who sold it to Ober.

Mr. [illegible] and raised cattle on the present [illegible] of Nehalem and [illegible] and [illegible] on both [illegible]

Mrs. Klein [illegible] boarders at the [illegible] It was the same year that commercial fishing began [illegible] plus when some were [illegible] caught [illegible] received cause to boat to Garibaldi [illegible] more frequently [illegible] and Stokes of [illegible] time it took a year for the [illegible] order to arrive. Mrs. Klein [illegible] of, but [illegible] most [illegible] [illegible] it was purchased at home [illegible] in the pioneers furniture.

Beds were made of split [illegible] chairs were [illegible] with [illegible] made of the same [illegible] [illegible] and [illegible] [illegible] [illegible]

Letter Recalls Days When Trains Were King of Travel

te rating and authentic "buried e time" history of railroad in the Oregon northwest gains a re- ily in the coastal section, a re- vealed in a letter written by George Kadell an early railroader in those parts to a friend in the Nehalem country area.

Said Nadell was brought to Portland a month after the great train ever landed in Tillamook county left Where the Portland would come then occupied the road with 1,800 a mod. Fewer cities board with valuable advert- ments in the magazine. Although it was always a treasure the people showed very little interest in the new members of the happy days spent of five steam engines, eastern ca- rounding up the cattlemen of the more than a mile and a quarter- Salmon River valley. When I wound its way down the the past," as Nesmith countryside and everything was in the Engineer Hogan, Wesley and Conductor Buck Rogers in charge.

Now In Cars

Many Mercer cars of Portland and the Willamette Valley were then in the Oregon and California Railroad company runs the SPI- fic and all connecting via a ferryboat from Astoria to Portland. Many Mercer cars were seen and because the people were so proud to ride from Astoria to Hillsboro. Whereupon, as William Reed, a Scot and a man of great wood,

Father Railroad Man

Billy Reed was born in Scotland, and his father was the contractor on the first railway train that ever operated in the land of the heather (and the land of Lord Beaconsfield Ford known as High-

Reed started law and came to Astoria, where he was sheriff- pointed by Mayor Foul Lincoln to collect taxes. Nesmith, he was appointed to the office of Scotch consul in Portland, and for- a number of interesting years for the purpose of bringing Scotch capital into the young and growing northwest.

Although a number of earlier railways had been projected, it re- mained for a number of coura- geous citizens of Astoria to ac- tually start the first road. The Astoria and South-East railway was formed on August, 1868. An- other was the Astoria, Tillamook and Nehalem company. The Astoria and Columbia River railroad was incorporated on January 9 1889. These two lines pro- jected a route that led south along Cullings bench, up Lewis and Clark river, then to Forest Grove on to Hillsboro, with a branch to Tillamook and possible lines to Salem or Albany.

Record Precipitat

The Astoria and South Coast Railway [illegible] to operate at the [illegible] on Mr. [illegible] Reed was made president of the [illegible] Nesmith was made [illegible] vice president, [illegible] engineer [illegible] Hogan was made engineer [illegible] P. A. Hasbrouck [illegible] Rogers, [illegible] Reed, [illegible] Nesmith [illegible] Hogan [illegible] Rogers [illegible] Hasbrouck [illegible] Reed

Honorable Mention

REGATTA PARADE

Kin of Concom
Is Named Queen
Of Roundup

Gift from an Historian

August 11, 1953

Painters' Union Offers Labor for Historic Center

Painters of Astoria Local 484 [illegible] Saturday will arrive with brushes and [illegible] the Clatsop County Historical society. Eighth and Duane, [illegible] streets.

Members of the local will be working on the old house when it is painted their spare time and with paint furnished from several stores in town, the [illegible] and the old house with the [illegible] will be repainted.

Members of the Historical society will furnish coffee and [illegible] the men at work under the chairmanship of Mrs. James Bowlby. All persons interested in the preservation of the museum center is invited to make an inspection tour Saturday.

Painters to Coat Museum Building; Seek Volunteers

[illegible] paint the Flavel house, [illegible] and will be [illegible] volunteer help from [illegible] local Eagles [illegible] fifth of [illegible] [illegible] that the union [illegible]

Progress Is Made On Museum Paint

A fair turnout of painters union members turned to on the Flavel historical museum Saturday and made substantial progress on putting a coat of white paint on the structure.

The work was in charge of Earl Griffith, president of the union, who said there will be another turnout next Saturday and Sunday mornings to complete the job if possible. Griffith said anyone who wants to help paint a welcome.

Firms donating equipment Saturday included Mogenson Painting company, Moyer Painting company, Walter Lauri, and Astoria Marine Construction company.

Painters To Continue Museum Job

The Painters union, local 484, which has an agreement with the Clatsop County Historical society to paint the Clatsop County Historical museum for a $100 donation to the union's treasury, will resume work on the large old house this Saturday.

There were some 20 painters who showed up on the job Saturday, including two who came from Seaside to donate their services.

Those working Saturday were Walter Offill, Lou Breeher, Leo Somula, C. A. Hendrickson, Olaf Gimsted, William Alstead, Glenn Kamm, Anthony Schalk, John Mogenson, Vernon Mogenson, John Jonassen, E. G. Griffith, and Rod Hess.

Contractors on the job were R. O. Peterson, Walter Lauri, Elmo Judge, and Harold Moyer.

The two painters from Seaside were Dean Redlund and Leonard Mack.

Mrs. R. R. Bartlett, snack-time chairman from the Historical society was assisted in serving the men's coffee and sandwiches throughout the day by Mrs. W. C. [illegible] and Mrs. J. F. Christians.

The painters union will meet Wednesday evening to map out plans for Saturday's paint-painting.

Evening Astorian-Budget, Astoria, Oregon, Monday, September 21, 1953

PHILIPPA SEABROOK

BRINGS MEMORIES. Marie Cherry, former Astorian who [illegible] sight back a [illegible] visits from old Astoria homes, displays an antique, hand-cut [illegible] and old tole coal hod, where they will reside in the county [illegible] Bristol and Waterford glassware, topped by an alabaster fruit [illegible] of Louis Davey, another benefactor of the museum, who no [illegible]

Memoria of Early Astoria Return with Maida Cherry

A veritable [illegible] laide of treasures arrived in Astoria last week, priceless [illegible] ware, alabaster, an old Bible, a scrapbook of early day Astoria handwoven counterpane, a music box, valuable records of this town's historic past [illegible] and Maida Cherry.

Mrs. Ted Cherry, known [illegible] to Astorians as [illegible] Josine, is a former Astorian, by [illegible] reality only. She has been residing in Honolulu for some time.

"Former" ends [illegible] "Later years have [illegible] and this is where [illegible] has just done for her.

Chests flew over from [illegible] sped up her car in [illegible] fed it with precious [illegible] she had collected throughout [illegible] homes in Astoria, and brought them back to where they belong.

Exquisite Glassware

Included among the more prom[illegible] [illegible] [illegible] [

Astoria, Oregon, Friday, October 9 19[illegible]

We Get a Well-Earned Rebuke

Clatsop county has probably obtained more adverse publicity over the years from the condition of Fort Clatsop than from any other half dozen things.

Fort Clatsop, the site of the Lewis and Clark expedition winter camp of 1805-06, is nationally famous and naturally is one of the things visitors from all over the nation want to see when they come to this area. And it's the tourist resource we have failed to exploit, Fort Clatsop certainly is it.

Our attention is called once again to the condition of Fort Clatsop by an editorial in the Portland Oregonian.

One of the Oregonian's editorial writers has just visited Fort Clatsop, to show this bit of history to a 12 year old daughter.

The result—an editorial giving a well-deserved rebuke to this community for the "muddy lane", "pile of beer cans", "unkempt grove", "unmarked concrete marker", the flagpole" and "berry vines".

The Oregonian writer's comments are not half so harsh however, as were those of Bernard DeVoto, eastern magazine writer who visited Fort Clatsop a half dozen years and wrote some corrosive sentences which would permit a historical shrine such as this to be so neglected.

For every visitor to Fort Clatsop who has the opportunity to express his disgust in writing like Mr. DeVoto and the Oregonian editorialist, there must be hundreds who can only go home and tell their friends and neighbors what a dump it is and what a collosus bunch of clowns must inhabit the area to permit such conditions to continue.

Why do we neglect and befoul our historic shrine beauty spots?

Some time ago this page commented on the conditions at Coffenbury lake, where louts took advantage of road built by the county court to desecrate the place with litters of picnic wrappers and beer cans and to lake bottom with sharp stubs of broken beer bottles on which children cut their feet.

Our treatment of Lake Coffenbury is akin to our treatment of Fort Clatsop.

We can find no better way to discourage tourist travel and ruin the country for ourselves than to befoul our beautiful countryside and turn our historic shrines into rubbish heaps.

Pilgrimage to Fort Clatsop

When Captain Meriwether Lew[illegible]
[illegible] what to what is
the [illegible] How [illegible] were the
persons appear [illegible] that the site
their winter [illegible]
of white men in the Pacific Northwest.
be practically unmarked and almost as desolate
as they found it.

The journals of the Lewis and Clark expedition
give this succinct description of the location of
Fort Clatsop: "We ascended the bottoms below the
Lewis and Clark's river for three miles to the
first point of high land on its western bank and
formed our camp in thick growth of pines about
200 yards from the water." Many
fine pole and a concrete marker were erected
at a point corresponding to it
1948 excavations by an archeologist proved to
the satisfaction of the Oregon Hist
and other interested persons that
[illegible]
location, about 10 feet from [illegible]

This week, with a crowd of [illegible]
a pilgrimage to the site Alden Lee
of Astoria on U. S. highway 10
stone marker is provided with the [illegible]
[illegible] facts about Fort Clatsop which stood, it
says, "eight tenths of a mile south."
the pilgrim is on his own much as
and Clark. If he turns off by [illegible] drive at
no time over a muddy lane he will find a pile
of beer cans the trail markers of trail.
There is an unkempt grove [illegible] a small wooden
[illegible] Site of Fort Clatsop." Near
[illegible] of an unmarked concrete marker (the
metal plaque is held in Astoria, in safekeeping,
and the stamp of the flagpole, which long gave
period away and was lopped off, leaving vines all
but obscure the iron poles that hold a chain
around the stump and concrete block.

The Oregon Historical society, together with the
state, the Clatsop County Historical society,
the state highway department, the American
Pioneer Trails association and state organizations
interested in the preservation of historical sites
are all aware of the deplorable state of what
should be one of the Pacific Northwest's best-
visited shrines. But more has the hurts to preserve and maintain the site. Occasionally public
interest is started, as when in 1946, the historian,
Lancaster Pollard, completed a trek over the route
of Lewis and Clark and expressed his horror at
what confronted him at the trail's end. The excuse, then, was that the water had poisoned
[illegible] improvement of the site.

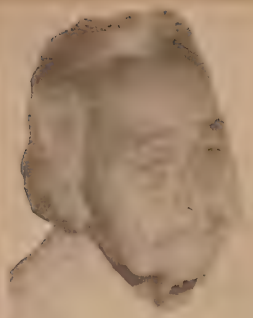
We think it high time that something be done
about Fort Clatsop. At least the beer cans can be
removed and the site unexpectedly marked until
such time as it is possible to do more.

Jaycees Tidy Fort Clatsop Site

[illegible] Astoria [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

Aged Chinook Tells Of Indian Culture

Word pictures of Oregon master traders of a century ago related in Seattle courtroom by 93-year-old Bay Center, Wash., woman, once bought by French trader.



MRS EMMA Millet Luscier, Bay Center, Wash., Chinook Indian woman, 93, holds book showing her in tribal costume.

BY HAROLD F. OSBORNE
Seattle Writer

WORD-PICTURES of the culture of Oregon Chinook Indians aristocratic and independent master-traders of a century and more ago, were painted in bold colors and careful detail in a Seattle courtroom last month.

The colors was supplied, for the most part, by Mrs. Emma Millet Luscier, Bay Center, Wash., 93-year-old Chinook whose quick intellect provided several highlights in nine days of hearings before Louis J. O'Marr, one of three members of the U. S. Indians claims commission of Washington, D. C.

Mrs. Luscier told, among other things, of smallpox epidemics that decimated her people, of tribal specialists in fashioning the famed high-powered Chinook canoes, and of her own purchase as a maiden, to be the bride of a French trader.

The detailed sketching, by contrast, was provided by a battery of anthropologists.

It was a toss-up who listened with more fascination: the Indian spectators to the scholarly accounts of their ancestors' home life as presented by the anthropologists, or the scientists themselves to Mrs. Luscier's reconstruction of aboriginal tribal folk-ways.

The hearings were held to hear new evidence in support of claims by the Chinook and 11 other tribes seeking to recover what they consider is their due in return for lands taken by the white man. The 12 are among more than 400 tribes which have filed petitions under the Indian Claims act of 1946.

The claim of the Chinook, only Oregon tribe heard at the session last month, is for $4,000,000 plus and thus is a big plus—"Interest from September 27, 1850" to the time of settlement, probably a year or more hence.

On the basis of the few settlements with Indian tribes which already have been made, under special legislation, attorneys estimate that the Chinook interest, if allowed for 105 or 104 years, might amount to more than three times the base claim.

Two and one half years ago, the Aleut tribe of Oregon, for example, won a $3,000,000 award, on which the interest amounted to an additional $14,000,000. The interest awarded the Aleuts by the U. S. court of claims, however, was nullified by a later supreme court of the United States ruling.

The Aleut settlement was obtained under special congressional legislation enabling the tribe to sue the government. So, too, was the $53,000,000 settlement secured by the Utes of eastern Utah, and several others. There have been no awards yet under the 1946 law, which was drawn up to permit any Indian tribe to file a claim for lands.

* * *

The Chinook claim was filed by John Grant Elliott, chairman of the general council of the Chinook tribe and its subordinate Wauhkium, Willapah and Clatsop bands. It sets forth that the Chinook occupied some 2,000,000 acres of land in Oregon and Washington the entire seacoast from Tillamook head to Grays Harbor and inland as far as the vicinity of Longview, Wash.

In 1850 there were between 1000 and 1500 members of the tribe, today they number some 700. The petition based the $4,000,000 claim on a "fair and reasonable" estimate of the lands, timber, fish, and minerals, and the Indians' dwellings and farmlands on September 27, 1850. That was the date of the Oregon Donation act which encouraged the white settlement of Oregon Territory.

And this, says Malcolm Stewart McLeod, young Seattle attorney who has worked on preparation of claims cases now moving on four courtroom trials since 1949, deprived the Chinook not only of their possessions but their means of livelihood. The right to hunt and fish and the right to gather materials for food, shelter and clothing were lost with the land itself.

Mrs. Luscier put it another way in her testimony. "We used to roam everywhere and be able to hunt," she said. "Now if you hunt or fish in many places you can be arrested."

What the Chinook obtained in exchange for their lands and way of life, their petition states, was "grossly inadequate and unconscionable consideration." And the white man in general, acted "unfairly and dishonorably" in his dealings, the Chinook assert.

The Chinook claim it also should be mentioned, is in general accord with those of other Northwest tribes. The Snohomish tribe of western Washington, for one example, also asks $30,000,000, plus interest, for loss of their 224,000 acres of land.

Donald R. Marshall, Justice department attorney from Washington D. C., handled the government's defense against the claims of the 12 tribes. He explained that the government can rely, in general, on only three main defenses in contesting the claims.

These involve efforts to prove:

1. That the Indians making each claim do not really constitute a separate and autonomous tribe;

2. That the tribe making the claim did not have exclusive occupancy of the land it claims; or

3. That the tribe cannot show definite boundaries of the area claimed.

Attorneys representing the various tribes would, of course, try to prove the converse of each of these points. In so doing, accounts of the Indians' way of life necessarily were set forth in detail.

Into the record, also, went historical accounts, records of early explorers and traders as well as anthropological and ethnographic treatises by support first-person accounts like Mrs. Luscier's.

* * *

That striking old lady, slightly hard-of-hearing and dependent upon two crutches when she walks, proved that her mind is still alert and active.

At one point, she delighted all in the courtroom by declaring from the witness stand:

"I'm having lots of fun here."

Another time, she turned her piercing black eyes on O'Marr, and assured him soberly:

"I have had no education, Your Honor. But what my mother and my grandmother have told me I know is true. And what I have seen with my own eyes I know is true."

She told how survivors of epidemics piled the bodies of smallpox victims on a single house, then burned the dwelling and the bodies to prevent spread of the disease. French traders, she said, advised this policy rather than the more typical practice in deaths of high-class tribesmen of least, of placing the dead in canoes raised on poles.

Later, one of the anthropologists, Dr. Herbert Taylor of Western Washington College of Ed ucation, told the commissioner that nine of every ten Chinook fell victims to white men's diseases between 1810 and 1850. This circumstance, he said, wiped out almost all vestiges of the original tribal organization.

"To say that the rather pathetic remnants of a people that once numbered 12,000, and was reduced by disease to a mere 1100 had no tribal organization or autonomy in 1850 . . . is to ignore everything we know," he declared.

The fact that the Chinook numbers were reduced apparently did not shackle their independent spirit entirely. Although other tribes met with Governor Isaac Stevens of Washington Territory in 1855, the Chinook walked out on the parley.

(Earlier treaties with the Chinook and its subordinate bands, negotiated by the superintendent of Indian affairs for Oregon in 1851, never were ratified by the U. S. senate.)

Mrs. Luscier's account of canoe-making had a note of the old tribal pride in it. "Our canoes were the finest made" she said. "We had experts, like carpenters who made them for all.

"A man's wealth was measured by the number of canoes he owned. Canoe makers were highly regarded in each village."

* * *

She told how four-foot-thick trees were felled by burning rather than axes, in order to make the deep-hold vessels. The logs were hollowed out and filled with water which then was heated with hot stones, she explained. When the hot water had softened the wood fibers, the sides of the center hollow were forced apart with wooden spreaders to shape the craft.

"I saw them made when I was a little girl," Mrs. Luscier said. "They would carry 10 or 20 people. They would go up the rough water of the Columbia or out into the ocean."

Mrs. Luscier also told of catching beaver and otter by placing traps at the bottom of the mud-slides on which the animals entered the rivers. The furs, she said, then would be traded at Hudson Bay company posts for sugar or cotton.

* * *

Each Chinook village and named chief. Her people roamed the Columbia banks upstream as far as The Dalles, although they felt actual ownership for territory only up to Longview, she said.

Roland Charlie, a Chinook of 65, was another Indian witness. He insisted principally about the villages, chiefs and territory of the Chinook. Concernly, he said, was the Chinook nation's greatest leader.

Establishing the legal proof of any event a century old necessarily is a difficult task. But the problem of establishing tribal identity, and political organization among people who had no written records, or determining precise boundaries in an unmapped area obviously is even more complex.

For that reason additional hearings are expected in almost all the tribes' cases. The Indian claims commission incidentally, serves only as a court of evidence and the final award in any will be made by the U. S. court of claims. The supreme court's review may follow before any cases finally are settled.

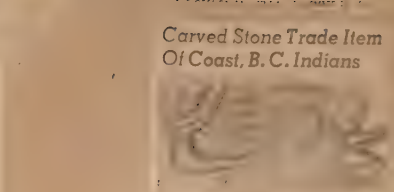
Marshall, who is charged with defense of the government's position in all the cases involving western Washington tribes, noted that those tried by Indians of the Pacific Northwest are only a drop in the overall bucket.

"Some lawyers estimate that the total claims against the government may run as high as $500,000,000 under this one piece of legislation," he declared.

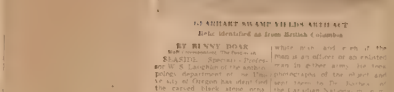
McLeod, in turn, set forth the Indians' position this way:

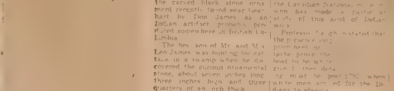
"In 1850, Indians occupied the whole area of the present states of Oregon and Washington. They were a Stone Age people living in Stone Age ways.

"The United States, through its agents, took the land, and disproportioned



Carved Stone Trade Item Of Coast, B. C. Indians





Bypaths of History

By GUY ALLISON

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Astoria's Oldest Woman Resident Is 100 Today

Great Age Does Not Dim Faculties of Pioneer—Born Three Months Before Plans for First White Settlement on Coast Were Made

Astorian-Budget — Feb. 11, 1954

Pioneer Woman's Husband Saved Ship's Gun for Cannon Beach

By EMMA GENE MILLER

CANNON B

CARRIED MAIL.—Mrs. Mary E. Gerritse, 82, once carried the mail to Cannon Beach over an Indian infested trail. Her husband dragged the cannon for which the area is named up from the ocean. (Photos by Emma Gene Miller)

John Wicks (right) receives life membership in Clatsop Historical society from Charles Dodge. —A. N. Thorndike Photo.

Vaughn Visits Historians, Wicks Feted

Junior League Helps Historical Society Keep Mrs. Whitman's Letters in Oregon

An old book, an ancient ... Portlander, the Jun... and the Oregon Historical so... ciety all have figured in the discovery and preservation of two letters written by Mrs. Whitman, it was revealed Wednesday.

Nobody knows how the letters written by the wife of the pioneer doctor-missionary, Marcus Whitman in 1840 to her father and mother Stephen and Thirzaa Prentiss of Angelica, N. Y., found their way back to ... finally, until ... easter Pollard supe... the Oregon Historical society. But more important by Pollard ... I the others ... ed was the keeping of this bit of western ... historical ... in Oregon, rather than letting it be smuggled ... to wealthy eastern collector.

River Finds Papers

The letters were first discovered by a Portland man who prefers to remain unidentified, between the pages of a volume of "Oregon Pioneer Transactions of 1891," a book published by the Oregon Pioneer Association in that year. He had purchased it at Hilfred's book store in Portland.

The purchaser calls Pollard, who established the strict authenticity in comparing the handwriting and paper with some of the 81 Narcissa Whitman letters the society had had file for 80 years.

The finder then offered the 108 letters to the society for $100, a much lower price than would have been paid by eastern collectors. But the society didn't have that much money t...

Lancaster Pollard of the Oregon His... ical society looks over two recently discovered Narcissa Whitman letters with Mrs. John D. Angell of Junior league of Portland, which supplied money to help society purchase the letters, found in a book.

League Offer Accepted

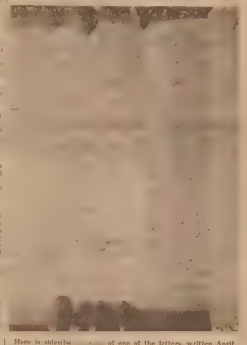
Enter the Junior league ... Portland. Just at that point ... members ... heard what ... there was ... was for them to be of service to the Or... ... assigned to the ... the league raised the money and the letters are now in the Miss... Lee's Whitman collection.

These two letters alone often ... terest ... account of the ... Narcissa Whitman and of the hardships she and ... endured ... mission station at Wa... pato ... Walla Walla, Wash.

The remaining ... written in a delicate script on ... paper, when Narcissa Whitman ... to have been a ... woman ... ed determined ... go ...

Indians Win Sympathy

Although she professed that one of her several traits was having swarms of dirty Indians around her cooking and eating more than she often showed interest for their welfare, phrases and ... for fact to save the Indian. She hungered despised and impoverished Indians ... an active attachment. This was in the spring of 1840, when the ... s at the time of writing ... of each other.



Here is shown a ... of one of the letters, written April 26, 1840, by Mrs. Whitman to her parents while she and her husband ... were missionaries to the Oregon country.

Lonely Note Found

In the April 26 letter to her father she reports "They ... some to hear for the benefit of ... to heaven when they die. ... distributed at the Oregon Hu... ... ssantly. The former ... receive the ... plotted the massacre of the ... most two years since we have ... application made to the hearts ... Probably the most poignant ... and lives of the people & call... note shown up to the love ... home, and I have written several times some—but another ... ... ow of this class & ... women. Her April 30 letter to ... the not letters and answer them ... ... read over and over again by ... sheets of early western ...

O. A. MYKLEBOST of Pasco, Wash., operates 80-year-old sewing machine which survived wreck of Oregon ... off Astoria in early 1... He found hand-worked machine among parcels being sent, displays it for neighbors fun...

Historical Stitcher

By GENEVA NEWELL

OLD TIME ... the Astoria area may recall the sinking of the pioneer Queen of the Pacific near Astoria in the early 1900s.

All passengers and their baggage were saved and past re... has created interest in the Pasco-Walla Walla area.

It seems a young couple Anders and Marguerite Myklebost ... board the ship And in the baggage was the sewing ... they had purchased in Norway.

THE HAND-PROPELLED machine was manufactured by the Grover Baker Machine company in Philadelphia in the late 1870s. The Myklebosts ... the machine directly after their marriage in 1882 and came to America a year later.

They crossed the country by railroad and left San Francisco en route to Portland on the ill-fated ship.

The couple spent the rest of their lives on the West Coast ... in her work as a tailoress.

DURING THE ... on a vacation trip ... Cal. a son O. A. Myklebost ... his wife Beulah ... found the 70-year-old ... boat a severe ... tinkered and cleaned the ... chine until he has it ... running order.

The machine has ... shaped legs and ... casting. Its long shuttle ...

Beulah Myklebost ... Grand Ave. would thread the machine for me when I did ...

A drawer on the ... drawers] looks as if it could ... hold a treadle ... no one recalls the ... ing used in this ...

Meanwhile Myklebost ... was only 5 years ... Washington became a ... who normally nurses ... diesel engines, and ... Mallette's from Pas... is getting quite a ...

Astoria, Oregon, Wednesday, March 24, 1954

Historical Rock

John F. Weeks, chairman of ... committee charged with moving ... rock, went up this morning to take measurements of the rock and estimated it weighs 12000 pounds. The upper part of the pedestal weighs an estimate ... pounds. ... It is hoped concrete ... to move. Weeks said ... ely moving the rock ... but that there ... ssuming it to the Clatsop His... said the society would welcome ... opinion before the actua... now in the small street park a... was originally inscribed by su... sloop-of-war Shark ... 1846 ... placed on it by survivors ... dustry 20 years later. ... at its original location near ... dug up and removed ... ... ub in 1946. (A-B Photo)

Astoria, Oregon, T...

Farewell

Norman Britton, captain of Engine Company No. 2 and a veteran of 30 years ... Plan on the Astoria fire department, ... takes a last farewell of the old 1912 La... France fire engine in which he has gone to many a fire. The old rig was ordered ... returned by the city council Monday night. (A-B Ph...

1912 Fire Engine Is Retiring Here

... model La France fire ... truck which has served the As... ... a fire department for more ... than 40 years is scheduled for ... retirement as result of city coun... cil ac... Monday night on rec... ... mmendation of Fire Chief ... Wayne Osborne.

Osborne told the council that the ... driving needs extensive repairs ... and that such repairs are costly. He said it's also getting dangerous to ... and that younger ... firemen who weren't raised to ... drive automobiles are in danger ... of broken arms.

The ... is old and now mostly ... to carry spare hose.

Council members ... approved the ... retirement of the aged vehicle ... but took no action toward provid... ing a truck to replace it.

There was ... discussion as to what to do with it. Some were in favor of ... it, others thought that maybe ... some collector of ... ear vehicles might make an offer for it.

Osborne recommended that it ... be dismantled and its tanks or ...

Historical Museum Gets Repairs

The Clatsop Historical Society recently authorized needed repairs to the roof, cupola and chimney of the historical museum building. Here are workmen welding the metal covering of the cupola at the old structure, formerly the Flavel residence.

Plans for Sesquicentennial Celebration in '55 Under Way

Planning work for the 1955 Sesquicentennial celebration of Lewis and Clark's exploring expedition into the area is getting under way now, according to Dr. Walter Hay, of this city, member of the Oregon planning committee for the event.

Dr. Hay has just returned from Helena, Mont., where he attended a Northwest Basins conference at which plans for the project were discussed at length by representatives of the northwest states.

Dr. Hay said the American Pioneer Trails association will be principal sponsor for the event, coordinating efforts of state committees in each state along the route of the expedition.

The era is to have a series of celebrations, starting in St. Louis where the expedition began, and continuing consecutively along the route westward, culminating in a grand terminating celebration in Astoria.

In Summer Months

Dr. Hay said the whole program necessarily will have to be concentrated in the summer months when school children will be available to participate and when tourists will be drawn. Thus the Sesquicentennial celebration will take place in the late summer of 1955 rather than the late fall season when Lewis and Clark arrived here.

Each state committee will be responsible for the celebrations within its borders, subject to coordination of the American Pioneer Trails association, Dr. Hay said.

The Oregon committee, of which Dr. Hay is a member, will be known as the Clatsop ... but on its mem... will be from a few days to a week ... sooner for an Astoria ... local committee which will work with the state committee in plans for the activities for this area.

Dr. Hay said that at the Missoula meeting there was discussion of the possibility of having a Fort Clatsop site have not national monument or state ... National side and that it would be followed up by the historical ... seem as interested in the Lewis and Clark expedition.

McKay Pessimistic

He said, however, that there was a letter from Douglas McKay, secretary of the interior, which was rather pessimistic about ... step by the ... having ... ed an ...

While in Helena Dr. Hay talked with A. B. Guthrie Jr., Pulitzer prize-winning author of "The Way West," "The Big Sky" and other works who have been approached by Warner Brothers ...) concerning the possibility of developing a movie picture based on the Lewis and Clark expedition.

Plans for this moving picture are still tentative, but Guthrie told Dr. Hay he would let him know if it was definite he intended, so that the Astoria area could be ... ted into the film project.

June 20-1955 Fort Restoration in Full Swing

LC Sesquicentennial Appropriation Asked For Gov. Patterson

Jan 25-1955

SALEM, (UP)—The State Legislature has been asked to appropriate $25,000 for Gov. Paul L. Patterson for expenses connected with the observance of the sesquicentennial of the Lewis and Clark expedition to Oregon. A bill calling for the appropriation was introduced in the House yesterday by Rep. Orval Eaton of As-

Well Drillers Hit Water At 45 Feet

Jan 27-1955

Well drillers at Fort Stevens struck water at a depth of 45 feet [illegible]

Restoration Of Fort May Cost $4375

June 19-1955

Contributions Asked

We must realize that we, as a community, will benefit the whole

We will get far more than money back as the years go on. The $4375 still needed is

Log Trimmers Needed

Will Pour Foundations

Clatsop County's Lewis and Clark sesquicentennial celebration will start Sunday, August 21 and continue as the [illegible] Thereafter as committees arrange the events deem practical.

This was the decision reached [illegible] of the steering committee in charge Tuesday night.

Representatives of several [illegible] organizations, as well as [illegible] chairmen of Astoria, Warrenton, Seaside and Gearhart [illegible] were present when it was made by unanimous vote.

Max Te Ju Regatta

The Astoria Regatta may [illegible] with the recreation department on a decision of the Regatta [illegible] be taken [illegible] William Hamilton Regatta chairman also attended.

[illegible] from the start of the annual [illegible] the lower [illegible] meeting [illegible] and announced another meeting [illegible]

Earlier Plan Changed

The decision [illegible]

Previous factor in the decision [illegible] the air [illegible] requirements, which said that August would be [illegible] with a string of other spring and summer celebrations to be held, [illegible] charged, requirements [illegible] and Clark party traveled from Mandan, N. D., to Fort Clatsop during the spring, summer and [illegible]

Party August Veloed

Dr. Walter Harr [illegible] tentative on the [illegible] and celebrations are scheduled Aug. 7 at Mandan, July 11 at Great Falls, Mont. July 21 at Three Forks, Mont. [illegible] and Washington during early Aug.

There was some discussion regarding a festival in early August here but Max Schafer and Dr. Leppla of Seaside told the group that the second and third weeks in August are the ones when the resort accommodations are most crowded and when Seasiders do not [illegible] and any extra event.

Boatmen May Help

The Seasiders said the week starting August 21 would be satisfactory from their standpoint.

J. M. Dyer told the group that there would be [illegible] from the standpoint of getting participation by power yacht clubs, particularly if the Rose Festival were held the same week.

He advised the group to ignore the Salmon Derby on its plan [illegible]

Many Portland boatmen are getting tired of the Derby and would be happy to [illegible] the marine events at about that time," Dyer said.

Vaughn Comments

Thomas Vaughn, director of the Oregon Historical [illegible] told the group that it should not have dates for state [illegible] help and that the response [illegible] for a celebration here [illegible] Clatsop county.

Vaughn said the key reference point of the whole state celebrations is the one to be held in Clatsop and advised that the community utilized its natural assets connected with the expedition, such as Fort Clatsop, the Seaside salt [illegible] and others.

Dr. Hay said that Lewis and Clark college Portland, will put on a pageant [illegible] in Seaside in connection with the [illegible]

Try To Bring Ike

Dr. Hay also said efforts are afoot to bring ex-President Herbert Hoover to Oregon on the [illegible] Newberg and possibly to Astoria or Clatsop county for the [illegible] sesquicentennial. There is a possibility of getting Pres. Eisenhower too, Dr. Hay said.

It was a busy weekend for workers on the Fort Clatsop restoration project. Upper photo shows progress on putting fort together in Clatsop airport hangar, prior to disassembly and waimanizing. Below, Lions club members pour foundations at fort site. Curt Butts was chairman in charge. Brook field and Builders Supply furnished materials at cost. Foundation was finished, but log work goes on. (A-B Photo)

LC Sesqui Date Set August 21

June 26-1955

Clatsop county's Lewis and Clark sesquicentennial celebration will start Sunday, August 21 and continue as the [illegible] thereafter as committees arrange the events deem practical.

This was the decision reached [illegible] of the steering committee in charge Tuesday night.

Representatives of several [illegible] organizations, as well as [illegible] chairmen of Astoria, Warrenton, Seaside and Gearhart [illegible] were present when it was made by unanimous vote.

Max Te Ju Regatta

The Astoria Regatta may [illegible] with the recreation department on a decision of the Regatta [illegible] be taken [illegible] William Hamilton Regatta chairman also attended.

[illegible] from the start of the annual [illegible] the lower [illegible] meeting [illegible] and announced another meeting [illegible]

Earlier Plan Changed

The decision [illegible]

Previous factor in the decision [illegible] the air [illegible] requirements, which said that August would be [illegible] with a string of other spring and summer celebrations to be held, [illegible] charged, requirements [illegible] and Clark party traveled from Mandan, N. D., to Fort Clatsop during the spring, summer and [illegible]

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Astoria, Oregon, Friday, October 8, 1954

Clatsop Hisorical Officers

Officers of the Clatsop County Historical society arranged the meeting that launched the Lewis and Clark sesquicentennial celebration here and will be the governor's committee from Portland, county and city officials and residents of the community from left, Philipps Seabrook, secretary, John Wicks, treasurer Otis Owen, president, who presided at the meeting, Charles Dodge, vice-president, and Burnley Bell, chairman of the board of directors. (A-B Photo)

Supervisor Sees Plans

Olavi Herlahaju left experienced Finnish forester goes over plans for the Fort Clatsop restoration project with Wesley Shaner of the Junior Chamber of Commerce. He will supervise reconstruction of Fort Clatsop. If for the JCC and Fort Clatsop Finance committee. A-B Photo.

Finnish Forester to Direct Restoration of Fort Clatsop

Olavi Herlahaju [illegible]

week in one of the [illegible]

First shipment Here

Jaycees-Clatsop Historical to Rebuild Ft. Clatsop

10-8-1954

Dr. Burt Brown Barker, [illegible] of the Oregon Historical [illegible] person a state committee [illegible] the Lewis and Clark sesquicentennial [illegible]

[illegible] he would chairman [illegible] committee to act with [illegible] approval and [illegible] [illegible] Oregon Historical [illegible] etc. which own the [illegible]

Starts Ball with $100

[illegible] contribution $100 [illegible] the work [illegible] on a water [illegible] on the property," he pointed out.

"And don't be too ready to turn [illegible] over to Oregon Historical [illegible] the [illegible] the question of asking to have [illegible]

[illegible] up "Keep control of what [illegible] and Fort Clatsop of Lewis and Clark [illegible]

Six Point Program

He said that the [illegible] [illegible] with the [illegible] for the state through the [illegible] state [illegible] [illegible] contributions [illegible] next summer Lewis and [illegible]

The program consists of six points [illegible]

1. To have the high schools of the state [illegible] set up a thorough [illegible] study on Lewis and Clark for the year.

2. To have pageants and [illegible] exhibits in the schools of the state.

3. A play about Lewis and Clark which has already been written and which can be given in any high school or by any community in the state.

4. A pageant of Lewis and Clark coming down the Columbia [illegible] landing at Fort Clatsop.

5. Pamphlets and booklets on the [illegible] centennial to be distributed by the state highway commission.

6. Illustrated lectures, which [illegible] slides taken of spots along the Lewis and Clark trail to be distributed by the Oregon Trails association and the Oregon Historical society to any school or organization asking for them.

Oregon Trails in Help

Mrs. Kelsey Osborn, secretary of the Oregon Trails association, who accompanied Dr. Barker to Astoria gave some helpful tips on trying to put on pageants in the schools. She, a former teacher herself, said that the whole community must be back of such an enterprise, warning that teachers were already overworked.

Should Ask State Help

Sen. Rooney Holmes stated that Clatsop county has a strong claim in asking our state legislature for financial aid in putting on the sesquicentennial. "It has been a long time since the county has asked for an appropriation, and [illegible]

Jaycees-Clatsop Historical Will Rebuild Ft. Clatsop

(Continued from Page 1)

Fort Plans Shown

Harris, Bell [illegible]

[illegible] [illegible] [illegible]

Jaycees Willing and Able

[illegible] [illegible]

[illegible] Plans

Werner

[illegible] [illegible] the project was a worthy one and [illegible] [illegible] [illegible]

THE OREGONIAN, TUESDAY, MAY 31, 1955

Lewis and Clark Fort No. 2 to Rise

ASTORIA (special)—Astoria Lions club and junior chamber of commerce members last week broke ground for construction of a restoration of the 1805-06 log fort built by Lewis and Clark. From left: Barney Bell, chairman of the fort finance committee; Jean Hallaux, Lions president; Marvin Reed, incoming Jaycee president, and Otto Owen, president of Clatsop County Historical society. Lions donated concrete foundation, and Jaycees plan construction of fort from 20,-

ASTORIA (Special)—Rolf Klep, former Astorian and now an architect in New York city, drew plans for restoration of log Fort Clatsop for the Lewis and Clark sesquicentennial August 21-28. Klep searched archives for description of fort, six miles southwest of Astoria, after exact site was located by Oregon Historical society. Each of two barracks will be 50x15 feet, with 20x80-foot parade ground, inclosed by stockades.

Astoria, Oregon, Tuesday, October 19, 1954

Former Fort Clatsop

FORT CLATSOP 1805 OR WINTER QUARTERS OF LEWIS AND CLARK EXPEDITION

Every wonder just what Lewis and Clark's fort Clatsop looked like? Here's an artist's conception of what it probably was like. Drawn by Rolf Klep, former Astorian now living in New York, the drawing was made carefully by the Lewis and Clark Sesquicentennial committee in charge of the fort, while work will begin on the reconstruction of the original log structure early next year. Klep made a trip to Astoria to study the site and to confer with historians before he began his drawing. He used as a guide the description of the fort left by Lewis and Clark in their journals. The fort, which will be built by the Lions club, Jaycees and Clatsop County Historical society, will be 50 feet square, with a parade ground 100 feet square. Each of the two barracks will be 50 feet long and 15 feet wide. Klep said he would like to have copies

Sunday Oregonian March 21-1955.

Historical Society Hears Reports on Restoration of Fort

Two plans of restoration o... Fort Clatsop were outlined on Saturday's portion of the... society annual forum at Ore... Historical society.

The one, Fort Clatsop, as built at the completion, ex... plained Barney Bell, secretary... Clatsop County Historical society in Astoria. Bell said... dedication of the completed... structure is slated for August 27, opening the Sesquicentennial in Astoria.

Cost Estimate High

Still much in the planning stage after many years of re... search is the work of recon... struction of Ft Vancouver. Pro... ject director of this portion of the pro... gram, Saturday morning was Frank Hart, curator of the...

...morning speakers on the pub... library. Others were Jack... Walker, curator of the Tilla... mook county museum and Ella Buechner of the Hood River Historical society. Twenty-six affiliated local and county his...

Labor, Material Donated

Hart told his audience that he has been assured at the site of Ft Vancouver and adja... cent structures of the 11 acres... Fire past affecting the... don McLaughlin. Cost of the... improvements is variou...

...date to start of recon... struction has yet been set, Hart's comments indicated a... cause appropriately on the 150th anniversary of the original fort establishment in March, 1925.

Ft Clatsop's reconstruction problems were aided last year by donation of necessary build... ing materials, Bell explained.

The junior chamber of com... merce has assumed leadership... project and donated labor so... far on our way," he said. The original fort, located on the... same site as its replica, was... constructed December 31, 1805, and dedicated the following day.

Junior chamber members and... the Clatsop historical clubs have been beset with complications, Bell pointed out. He said no ac... curate diagram or picture was... available to serve as a pattern, but from information found in the Lewis and Clark journals and... an architect's drawing was pro...

...duced. A floor plan also was found which showed the fort to be 50-feet square.

To build the fort as close to the original as possible and still have a lasting measure of... safety, Bell said, crews are planning to notch logs and construct the entire fort in a manner to dis... courage rot.

The completed fort then is to be refabricated, dismantled and the logs shipped away. Fi... nal preservative treatment... after treatment they will be taken to the site and reconstructed as... they had already existed by the Clatsop Historical society. Lat... ing of concrete foundations on the site is planned for next week end.

Included in the afternoon...

...panel with Bell were James... Hosser, secretary of the Lincoln County Historical society, who presented problems he group had faced in repairing the Yaquina Bay lighthouse as a model... ...ing the project, and Lee... ...Jennings, state archivist, who presented suggestions in local preservation.

In the morning panel Walker presented the work done in his museum at Tillamook county. Mrs Buechner brought explana... tions to a number questions about the best locations for local museums and methods of main... ...agement. A joint historical society agreement and improved roles of society organizations in opening fields of interest to young people pur... ...the approval of the group.

A Saturday luncheon in the Maloney hotel featured Wallace ... Ireland, pioneer ... author, ...talking on ... ...Kennedy ... ...sponsored by the Oregon society

Astoria Budget.

Car Caravan Ends Journey

Aug 5-1955

Members of the car caravan who arrived here last night to end a journey along the Lewis and Clark trail from Mandan, N D., are shown in top photo conducting a camp fire ceremonial at the 4-H fair grounds. At extreme right Harold Coe Clarkston Wash., is completing a prayer for fire as Hames spontaneously burst in the pile of sticks in center of photo At extreme left an Indian costume is Mrs Esther Horne Wahpeton N D great great granddaughter of Sacajawea. In lower photo, Coe receives a key to the city from Eric Hanke, president of the Astoria city council.

A R Photos

Car Caravan Reaches End Of Lewis-Cark Trail Here

By PHILIPPA SEABROOK

Across the Wilderness of the Ritual Conducted Rocky Mountains through ... Lewis and Clark ... the Lolo pass, down the Clear... to the Ocean ... water and the Snake and down ... and what ...

...ains and it also fits the route ... of the caravan of cars which ... children ... ...ed Mandan N D last month ... and reached the trails end here ...

...Reach Fort Clatsop

... The 10-car caravan ...

...the Sunset highway so they ... ...dent of the Clatsop Historical ... Clark salt caravan Seaside on ... the members of the caravan a ... Hilgert ...

...ent guests gathered on the 4-H ... the grounds to await the ar... rival of the caravan. Group ... singing led by Mrs Esther ... Mrs Maxine Hammond, kept ... the caravan and Mrs ... Boyd of the ground under ... ...Indian ... the ... ...Coe ... ...Indian ... ...Coe ... ...Indian ... ...Coe ... ...Indian

When the caravans of cars, travelling along the trail blazed by Lewis and Clark, come west next summer, commemorating the 150th year of that famous expedition, they will wind up in Clatsop county. For here is where the intrepid explorers, bound for the mouth of the river of the west, ended their trail.

Will there be something other than the deserted plot of ground on the banks of the Lewis and Clark river, where the lonely little fort huddled under the willows, to greet the "explorers" of 1955?

Will there be a pageant and a celebration and local people ready to show tourists about and tell them where points of interest are in the historic area?

You can rest assured there will be, for Fort Clatsop will rise again, due to the efforts of the Astoria chamber of commerce, trail blazers in their own right after clearing the fort site of debris, brush and long weeds, and setting up a picnic ground.

There will be representatives of various organizations on duty at the fort all summer, dressed in fringed buckskins and coonskin caps, to show folks around. And there might even be "Lewis and Clark" and their party coming down the river in canoes, just as they did 150 years ago!

This is the plan and hope and dream of the Clatsop County Historical society, which received the warm support of local townspeople, county residents, city and county officials and officers of the Oregon committee appointed by the governor, and of the Oregon Historical society.

These are some of those interested residents of the county who met Thursday at the Clatsop county museum to blaze the way for Oregon's 150th Lewis and Clark celebration, in Clatsop county, for the expedition of tourists who are coming down the long, long trail to Fort Clatsop.

Lewis, Clark Descendants Fly In

There was a true Lewis and Clark atmosphere to the official Sesqui fly-in Sunday. Upper left, Meriwether Lewis Jr. in the costume of his famed ancestor, came in on a Washington national guard plane along with Marlene Bayless, a winner in a Sacajawea contest at that site. At left is Robert Lovell, Chamber of Commerce president, with his young son, and at right is Chuck Defor, chamber secretary. In upper right photo Roger Hold, Walla Walla, dressed as Capt William Clark in an 1805 army officers uniform, is interviewed by station KAST's Herm Robison, with Wilson Paulsen, fly-in committee chairman, at left. Lower photo shows Owen Buxton, great grandson of Sgt. Patrick Gass of the L&C expedition, who owns a hardware store in Kent, Wash., and Mrs. Elmer Berkman, Gresham, descendant of George Shannon youngest member of the expedition. Mrs. Berkman is a niece of Anna Shannon Monroe famed writer.

Approximately 100 Planes Land Here for Sesqui Flyin

Approximately 100 planes Sesqui-centennial was the from all over the northw[est] launched on Clatsop the official Lewis and Clark Sesquicentennial fly-in Sunday afternoon.

The event had a true Lewis and Clark atmosphere, with costumed representatives of explorers, among them Meriwether Lewis Jr., 19, Tacoma descendant of the famous explorer, and other descendants or members of the expedition.

Several hundred local folk turned out for the special despite low clouds and a chill wind that kept the visitors short time.

The planes were from the northwest A.B. Bayhouse from as far away as M[ontana] Washington.

A C-47 transport that brought officials from Moscow and Walla Walla and others down to those city for the evening.

Among those on hand for the occasion were Ralph Scroggin mayor of Lebanon and m[ember] of the state board of aeronautics Thorn Dwyer Portland member of the state board of aeronautics and Earl Snyder, Salem, director of aeronautics for the state.

Most of the planes returned to their home fields late this afternoon.

The Sesquicentennial committee gave a dinner at 6 p.m. for those fliers who had not yet returned home. Robert L. Hansen, [illegible]

Lewis, Clark Descendants May Be Sesqui Guests

Budget 6-14-1955

The Sesquicentennial committee has high hopes of having Meriwether Lewis and William Clark here for the 150th anniversary celebration of the Lewis and Clark expedition.

[illegible] Knox told Chairman Bob Burton who owns a hardware [illegible] Hanson of the Sesqui store in Kent, Wash. [illegible] that of the current [illegible] are [illegible] himself the two Patrick Gass of the Lewis and Clark [illegible] other one of several [illegible] can make the trip owns several relics of the expedition [illegible]

[illegible] assured that [illegible]

descendants of the leaders of the [illegible]

Not only that but the committee is also making arrangements [illegible] hopes to have present on the [illegible] part of Sacajawea [illegible] some Indian woman such [illegible] costume.

Clark Wants to Come

And the committee might also be able to bring here a descendant of Nat Pryor [illegible] transcontinental explorer's party of 1804-06.

William Clark of Glendale, Mo., a direct lineal descendant [illegible] committee that he will [illegible]

Harold Bell [illegible]

seems eager to get [illegible]

Lewis in Tacoma

The Sesqui committee knew of Clark's existence from a National Geographic magazine article on the Lewis and Clark expedition in June 1953 in which the grandson of Clark was living [illegible]

Tom Naemo of the Sesqui-Tacoma committee hired a professional locating [illegible] Clark in Glendale Mo. and the committee got [illegible] him. While [illegible] Meriwether Lewis Jr., 10, Tacoma, Wash., who graduated this spring from Franklin Pierce high school here was made welcome to the Sesqui committee headquarters in the state of Washington. He is a descendant of Nicholas Lewis uncle of the explorer Meriwether who shared Capt. Lewis in his home.

May Go to Alaska

Young Lewis of Tacoma who wants to attend Pacific Lutheran college next fall, is seriously considering going to Fairbanks, Alaska, this summer for a job to earn college money. His father Meriwether Lewis Sr., lives in Fairbanks. But if he does go to Alaska, the Sesqui committee hopes to make arrangements to fly him here for the celebration.

Young Lewis a reader has been participating in Sesquicentennial observances. For the past 10 days he has been a guest of the state of Montana at Sesquis in Helena, Missoula, Three Forks, Dillon and Cusbana. He was made an honorary Blackfoot Indian fisherman at Choteau and dedicated Lewis and Clark junior high school in Bill[ings]. Lewis is a native of Independence, Mo. the starting point of the Lewis and Clark expedition.

Sacajawea Selon Lorsied

Telephone calls to the Wind River Indian reservation headquarters [illegible] dwells put the Sesqui committee into communication with a Mrs. Enos, who said she herself is a descendant of Sacajawea and the [illegible] Indians who are also descendants Sacajawea herself lived at Wind River reservation for [illegible] many years and is buried there [illegible]

Businessmen Move to Boost Financial Help for Sesqui

A volunteer committee of [illegible] business men has organized itself to try to promote outside financial backing for the Sesquicentennial celebration [illegible] seeking $10 Sesqui "patronages" [illegible] outside forms by Dec. [illegible] this month.

The program was sponsored at the Chamber of Commerce meeting Friday by [illegible] Hildebrand and Joe Hanson, Sesqui finance committee chairman for the Kiwanis club.

$20,000 Needed

[illegible] said the committee will suggest to local business houses that they ask outside firms with which they do business to buy $50 patronages [illegible] which goes a $20,000 or more for a [illegible] Lewis [illegible] medallion.

Hildebrand said that it [illegible] each in city and [illegible] financial [illegible] more patronages [illegible] town, thereby bringing in $20,000 needed to finance the celebration.

Scheme Worked Well

It [illegible] that scheme a week ago in Portland with several statewide financial backing business firms with which we Hildebrand suggested

Sesquicentennial Group Rejects Premiere of Movie

The Sesquicentennial [illegible] rejected Tuesday night an offer for a premier of the movie picture "Far Horizons" on the grounds that it does not present a historically correct portrayal of the Lewis and Clark expedition.

The picture contains a highly romanticized, fictitious account of a triangular romance involving the expedition leaders and [illegible] was the Indian woman who accompanied the expedition.

The committee appointed Joseph M. Dove of a subcommittee in charge of [illegible] tours during the Sesqui.

The committee also welcomed Women of the Moose as a new organization joining the Sesqui sponsors and assigned the WOM a definite project for the celebration.

Coonamin has provided by the DeMolay boys will be available at Sesqui headquarters on Commercial near 8th. It was announced. Sesqui headquarters will also be decorated by Paul Bennett Boy Scout troop from Olney.

Beta Sigma Phi organization announced that Astoria Janitor Supply will provide tableware for the Beta Sigma Phi pancake breakfast to be served during the Sesqui celebration.

Sesqui Song Wins Prize for Rainbow Girls at Assembly

Astoria Rainbow Girls have been doing a bit of their own advertising for the Lewis and Clark Sesquicentennial, it was reported at the meeting of the Sesqui committee Tuesday night.

A group of the local organization won an entertainment prize at a recent meeting of the Rainbow Assembly in McMinnville by singing the Sesqui song to the tune of the much-sung "Song of Davy Crockett."

The prize was presented to the local group by Mayor Lloyd Crow of McMinnville.

Tom Naemo of the Tacoma Sesquita parade on August 20, reported that Charles Wakefield of Portland was scheduled to be in Astoria Wednesday to assist persons and groups here planning to enter floats in the parade. Naemo said Wakefield would provide advice, material and some labor for the construction of the floats.

In other Sesqui business during the meeting the committee

Accepted an invitation to hold its July 12 meeting in Warrenton.

Received a report that Sesquicentennial ties are now on sale from Astoria merchants.

Heard a report from Ken Marshall that the Cannon Beach council and chamber feel during the Sesqui are nearing completion.

Astorian Evening Budget

Astoria Oregon Friday June 24 1955

Dean Views Fort Restoration Progress

Mr. [illegible] William Dean [illegible] gatta went on to Camp Clatsop to inspect national guardsmen [illegible] Friday to [illegible] Secretary Gen. Dean was scheduled to [illegible]

Fort Recons

[illegible] P [illegible] C [illegible] fees f[illegible] time before [illegible]

Thursday July 14 - 5

Artist Gets Medallion

Reif Klep, former Astorian and artist now living in New York, is shown above left, receiving a Lewis and Clark Sesquicentennial medallion from Burnah Belt, representing Clatsop Historical society. Seekets presented medallion to Klep for his contribution drawing of Fort Clatsop pattern for the present reconstruction of the fort.

Fort Clatsop Restoration Logs Head for Wauna Mill

Half the logs for the Fort Clatsop restoration project were bundled last night and readied for shipment today to the waimasting plans at the Wauna mill. The bundled logs shown above represent one row of cabins of the fort reconstruction. Other photo shows Wm. Shaner of the Junior Chamber of Commerce explaining to a logging crew how each log should be cut for its proper location in rebuilding the wooden stockade fort at the original location. Other cabin is nearly ready.

(A B Photo)

MUSEUM GROUNDS—Residents may have noticed these past weeks the extensive work being done on the block of grounds around the old Capt. Flavel mansion, now the county museum, on Eighth and Duane. A native son, one Louis (Fritz) Sovey, who has lived away from here for many years in San Rafael, Calif., showed the love still warm in his Irish heart for his old home town, by sending word to "get those grounds in shape for the summer. And this one's on me." David E. Webber, Tongue Point, who hails from L.A., is one of a large crew of gardeners working on it from day to d...

July 1958

Historians Cross River For Meeting

History for the annals of the two Historical societies on either side of the lower Columbia was in the making last night when the historians from the south shore boarded the ferry to join those on the north shore.

The annual meeting to which forces with the Pacific County Historical society as members of the Clatsop County Historical society was made on the 5 o'clock ferry and Astorians were met by cars on the other side to be driven to the picturesque museum at Fort Columbia. Here a mammoth buffet supper of numerous hot casseroles, varied salads, relishes, molded desserts cakes and pies were served with hot coffee to the crowd of some 80 people from both sides of the river.

Astorians Introduced

Reese Williams led group singing after which John Wygard, president of the Pacific group introduced Otto Owen, who in turn introduced many of those from Astoria. These included Robert Hansen, chairman of the Scenic committee; Tom Nance, Red parade chairman, Mrs. Floyd Wright, Rotary Ann Sequi ten chairman; Mrs. Leonard Schalk, chairman of the Historical committee of the Community Development league; Mrs. Laurence Jackson, Astoria DAR representative, Mrs. George Vernon, county home extension representative, Ned Thorndike, Garden club representative, John Weeks, treasurer of the Clatsop society and "chief architect" for Fort Clatsop, Pete Miller, Sequi "wooden nickle" chairman; Verne Larson, vice-

dinner during the Sequi; Mrs. Esther Abbey Moore Hammond historian. Ed Rose, novelty sales chairman of the Sequi; Mr. and Mrs. August Hildebrand, Clatsop society directors; Charles Dodge, vice-president, and Phillipus Seubrook, secretary of the Clatsop Historical society.

Pioneers Recognized

Following an introduction of members of pioneer families on the peninsula, President Wygard presented President Owen with a hankwood gavel, made from the timbers of the wrecked ship Glenmorne in return for the gave given the Pacific society ast year made from the wood of the wreck of the ship Shantiniere.

Mrs. James G. Walker Jr. was the first resident of the peninsula to receive a memorial medallion of the Lewis and Clark Sesquicentennial, presented to her by Owen.

Albert Culverwell, of the Washington state park commission, gave an address on museums and the work he has been doing with the one at Fort Col-

Mrs. Verna Jacobson sang Open Thy Blue Eyes" and "Washington, My Home" accompanied by Helen Davis, composer of the latter song.

Those in charge of arrangements for the potluck supper

...fore being driven to th...

Part of Fort Clatsop

Junior Chamber of Commerce members will turn out Sunday at 10 and 4 o'clock to start putting these logs back together again in the form of part of Fort Clatsop. Driver Vernon Faulk, Bruce Hosking company, brought this load of weimaraned logs to Fort Clatsop site from Wauna Friday. Another load, containing the rest of the pre-cut logs, will be back early next week. Jaycee-ettes work parties. Rain won't stop the work. work parties. Rain won't stop the work.

(A-B Photo)

Fort Clatsop Gets Final Load of Logs

The final load of logs donated by Crown Zellerbach corporation for reconstruction of Fort Clatsop was due here Friday afternoon after being weimaraned at Wauna and construction of the second section of the fort at the site will begin on Sunday, according to Wes Shaner, Jaycee chairman of the ...

Shaner said that load was due in about 3 p m.

Members of the Jaycees and others put together the prefabricated first half of the fort last Sunday and hoped the second half could be put together completing the replica of the fort except for the roof.

Pioneers Recognized

Shaner said that 25 persons were on hand to help last Sunday and he hoped to have even more help this Sunday.

Roofing with cedar shakes donated by George Gray of Seaside will probably start the following Sunday, the building chairman estimated. Emil Leppala of Seaside has volunteered to split all the shakes by hand.

Wagon Caravan Due Here

Here is one of several covered wagons that will [illegible] part in the Regatta-Sesqui grand parade August 20 [illegible] Junior Chamber of Commerce auspices according to Tony Nasmo, parade chairman. The covered wagon caravan of Portland will come here August 19 under command of Capt. J. O. Morgan and will camp at the 4-H club grounds overnight. This is the same caravan that will cross the U.S. in the spring of 1956.

Extra [illegible] workers were [illegible] due to the Clatsop repeat [illegible] grandstands Sunday. [illegible] Sequi [illegible] sponsoring the Sunday [illegible] be used to help finish [illegible] the Sequi centennial [illegible] Bud Hunt, J. Berchtold, Robert J. Hansen and [illegible] Hansen who is the Hilton Hosking [illegible] the chairs were buried. (A-B Photo)

Sesqui Fund Drive Planners

An intensive drive to raise $10,000 for badly needed Sesqui finances will get under way among local business men next Monday and Tuesday. Planning strategy for the event are, from left, Stan Daniels, in charge of in-town solicitation; Joe Nerenberg, general finance chairman, and Arthur Hildebrand, out-of-town solicitation chief. Intensive in day drive in town is on the program.

(A-B Photo)

7-20-1958

Intensive Drive Starts To Raise Sesqui Funds

An intensive drive to raise $10,000 by solicitation of Astoria business men and citizens to provide urgently needed fi... [illegible] ...meeting today in the Chamber of Commerce

...captain in each to handle solicitation of business houses next Monday and Tuesday mornings.

In addition, plans were launched to conduct a cooperative fund drive with local church organizations and to conduct one all-town solicitation.

Resources Exhausted

The meeting today was called by Joe Nerenberg, finance chairman of the Sesqui.

Reports to the meeting indicated the Sesqui committee has exhausted its financial resources and needs money badly to complete financing the $30,000 estimated cost of the celebration.

...ittee announced that needed urgently right now. Stan Daniels has agreed to organize the solicitation in Astoria, which alone is raising $10,...

George Sauppe of the finance committee reported that money ...

Situation "Serious"

The $6500 includes $1100 from direct gifts and sale of $16 ... tenages, $1000 contributed by Clatsop county, $1400 more expected to come from the county court and $1000 pledged by the Astoria city government.

More requests for money are coming in and financing is ... been paid, and that only $400 remains in the treasury.

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More requests for money are coming in and financing is ... been paid, and that only $400 remains in the treasury.

...feet to raise the money we need or face a ... to abandonment of

...business district solicitation next Monday and Tuesday and promised team captains that their teams would be filled up with workers by the start of the ...

Team captains named include Elmer Blomquist, Dewey Stout, Steve Stamatelos, Henry Griffin, Forrest Vaughn, Harold Johnson, Peter Pieper, ...

Howard Hedrick and R. J. Hansen were named to coordinate with church organizations and discuss cooperative canvassing in the residential areas.

Proposal Made

Daniels said ... has been proposed that [illegible] churches will cooperate in sale of pet images, the money from such sale be split with $6 going to the Sesqui and $2 remaining for the church organization conducting ...

Hildebrand outlined plans for having local business men solicit funds by letter from outside business contacts. Sample "Blackmail" letters are available from the committee, he said.

Hildebrand also announced that Bill Van Duzen has agreed to handle solicitation of a few prospective donors outside the community.

Some of the $30,000 total cost of the celebration will be made up from self-financing events to be held during the Sesqui ... [illegible] ... Dances and an effort will be made to spread the word of the Sesqui's financial needs as widely as possible through the community, and to point out that with such patronage guarantee the buyer gets a genuine Lewis and Clark medallion furnished by the U.S. mint.

He reported station KAST has ... [illegible] ... announcements ready for the campaign for the next two weeks.

Society Seeks Replica of Bastion

If adequate financing can be promoted, a replica of one of the corner bastions of the original Fort Astoria stockade will rise soon at the site of the fort at 15th and Exchange.

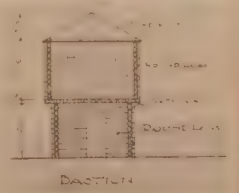
The Clatsop historical society has some 100 logs left over from the Crown-Zellerbach contribution for construction of the Fort Clatsop replica built last summer at the Fort Clatsop site. The society has obtained permission of those logs for a Fort Astoria project according to Bain Bell, of the historical society and the Fort Clatsop finance committee.

Plenty of Logs

Bell said the remaining logs are ample for building a bastion with ample segments of the adjoining log stockade.

Bell said the lot set aside as a Fort Astoria memorial at the northeast corner of 15th and Exchange is almost on the exact location of the southwest corner bastion of the original 1811 stockade.

Plans of the original stockade are in the possession of John ... It Weeks Astoria architect who used them in building a Fort Astoria recreation in 1911 for the Astoria Centennial celebration.



Weimaraning Needed

The logs have been stored in the ... [illegible] ... a pile in one of the Clatsop ... [illegible] ... port hangars. They will have to be fabricated and weimaraned before ... [illegible] ... for the Fort Astoria job.

The Clatsop Historical society ... [illegible] ... is on record endorsing the Fort Astoria bastion project, Astor expedition.

Bell reports.

Bell said the society believes the replica should be built on the ... [illegible] ... Box, reports.

Lewis, Clark Reach Clatsop, Construct Fort

By ESTHER ABBEY MOORE

After many hardships the Lewis and Clark expedition reached Clatsop and they built their fort.

It was in form of a square 50 by 50 feet. Two rooms were in two rooms and one was in three rooms occupied two by men and between them was the parade ground 12 yards square. [illegible] per by the side.

[illegible] for the first time the plan of the fort. The drawing was found in Clark's papers traced ... though not in the hand of either ... [illegible]

Here they spent the winter of 1805-6. They made salt at the sea side made the trip to see the whale ... [illegible] ... [illegible] ... [illegible]

Journal Northwest Living Magazine, August 7, 1955—16 M

It's Historic Year For Astoria

By COL. ALEXANDER ADAIR

Astoria has many features which make it the most interesting place in the United States to visit this summer.

Besides the attraction of the Lewis and Clark exposition and celebrations at nearby Fort Clatsop there are the convenient location for cheap, inexpensive days and the river with its fishing attractions and its world renowned history.

A LITTLE KNOWN feature of Astoria's history concerns the establishment there of the first regular U. S. customs house on the Pacific Coast. California's trade had hardly begun. Even though gold had been discovered there in early 1848 news of it did not reach the East until September. In the meantime Oregon had been admitted as a territory. The fur and lumber being exported by the British Hudson's Bay company immediately became U. S. products and the furnishings and supplies imported by them for the 10,000 people then living in Oregon immediately became subject to U. S. customs duties.

Recognizing the urgency of the situation President Polk whose nominee, Joseph L. Gardner and Joe Meek U. S. Marshal, also appointed my grandfather John Adair as collector of customs at the Port of Astoria.

IN THE DIARIES letters and written correspondence of my grandmother I find many items of unusual interest particularly as it has to do the report of the naval officers of the treasury department. I find that my grandfather was ordered to proceed from his home in Louisville Ky. to New Orleans there take the first Pacific Mail Steamship company's steamer "Falcon" for Chagres cross the Isthmus of Panama and catch the other Pacific Mail steamer "California" scheduled to round the Horn on the first trip of the Steamer to San Francisco then proceed to Astoria "somehow." "The expenses of the case permitting your presence in Oregon as early as practicable."

THE NEXT ITEM of particular interest to Oregonians as well as to the public in general concerns the trip from San Francisco in the little brig "Valparaiso" which my grandfather was finally able to engage (if I remember all of Astoria on April 2 1846 my grandmother wrote:

"Our good lord Captain Crosby brought the Valadora safely across the bar and cast anchor at the quay. We have had a most exciting stormy passage of 24 days."

TO CONTINUE in the story of that trip and the arrival at Astoria I quote:

"The male passengers included my husband and Judge Bryant and Secretary Pritchett newly appointed officials of Oregon Territory. We had several times taken to the pumps, day and night since the vessel had sprung a leak during the terrific storm on our third day out from San Francisco. Rations had been reduced to hardtack and water toward the last. But the captain had persisted over adversity and to our great joy our journey was safely ended.

After following paragraph describes Astoria and the impression it created on the new arrivals at that time:

"The sun was just going down when we first saw Astoria. It was a lonely looking place, surrounded by high hills, covered with the tallest pines I had ever seen (Probably Oregon or Douglas fir, not yet well known in the East.) There were few houses in the place, which was still called Fort George. There were not more than eight families in town, and only four white men, the others being at the California gold mines. There were several more families living on Clatsop plains. We could not go ashore that night as we could not get accommodations in the only boarding house."

ASTORIA END OF long trek for Lewis and Clark expedition, has many interesting features during this summer's sesquicentennial observance of famous expedition. Here is Astoria about 1851. Old customs house in foreground.

THIS OLD PHOTO shows Astoria as it appeared just before fire which destroyed city December 7, 1922. Near Astoria is old Fort Clatsop where Lewis and Clark established first fort 150 years ago. City plans big celebration to honor sesquicentennial

ASTORIA FROM AIR is imposing city. Although known chiefly for its great fishing industry, city is gateway to great recreation area along Columbia river and Pacific ocean. And there's good clam digging on nearby Clatsop spit.

WHEN MY GRANDFATHER came ashore the next day and unloaded his box of custom house supplies and equipment he thereby established the first regular U. S. custom house on the Pacific Coast, which meant in all probability the first west of St. Louis and New Orleans.

Another fact that Astoria's claim to fame as the Oregon territory is concerned

first river steamer

entering was built at Astoria near the eastern bend, about a Upper Town by my grandfather, Dan Frost, and the firm of Leonard and Green. This steamer was named the Columbia. She inaugurated river steamer traffic on the Columbia and Willamette rivers with her first trip to Oregon City and a whistle stop at bustling young Portland on July 4, 1850 the latter having the river to herself until the steamer Lot Whitcomb was launched at Milwaukie six months later.

BUT THESE MINOR claims to history are overshadowed in comparison to Astoria's real position of historical importance. The events which transpired within the area visible from an Astoria hill on any of the usual foggless sundays days of summer altered the historical course of several nations.

After having seen such American shrines as Jamestown, Plymouth Rock, Salem, Fuge, New Orleans, and the Gettysburg, Pushmore mountain and others I can think of no more magnificent setting and no location so appropriate for a similar national shrine to commemorate our country's first foothold on the Pacific Coast than the hill in Astoria on which the Astor column stands.

In front is the Great River of the West, searched for by explorers of seven nations for more than two centuries. To the west is the bar where Spain's ghosts thought there was a river but could not prove by entering, the cape which he named San Roque, and which England's Meares said guarded no river at all and renamed Disappointment—the same bar, where the other great English navigators Cook and Vancouver, failed England and allowed the thorough American Gray, to sail in and give his country first claim to the river and the whole land it drains.

BEHIND TO THE southwest, can be seen the restored Fort Clatsop where Lewis and Clark built the first white mans fort between the Mexican Yerba Buena and the Russian Sitka, giving unshakeable support to the claim of the United States to the whole lower Columbia area. Here they wrote their reports and drew the rough outlining all dreams of nations that there was a practical Northwest Passage by water from the Atlantic to the Pacific.

Below, near the Astoria waterfront is the site of Astor's first U. S. settlement of any permanence on the coast—seized by the British during the War of 1812, only to be returned as one of the results of losing a war.

Then when any American takes another long look at that great river far more and more in width the largest and most powerful in plunge (literally) into the Pacific Ocean in all the Americas he can say reverently, and with spontaneity to Gray, to Lewis and Clark, to Pres. Jefferson to the Astor land party which found trails that could and could not be followed, to the early settlers who influenced the boundary settlement and to our fighters who never lost a war—"Thanks for the heritage"

Many Features Now on Agenda For Sesquicentennial Celebration

Arthur L. Lewis, left, secretary of the Astoria local of the Retail Clerks union, gave the Lewis and Clark Sesquicentennial a good bit of advertising recently when he was in New York city and presented Abe Stark, acting mayor of that city, an official Sesquicentennial medallion. Stark is president of the New York city commission and was acting on behalf of Mayor Robert Wagner who was on a trip to Europe. Lewis was attending a union convention at the time

Fuel Needed for Sesqui

" In 1911 Astoria put on a centennial celebration of the Astor expedition, and it made history in Oregon. People talked of Astoria as the "centennial city" for years afterward. The population began boom- r shortly thereafter.

Now once again, 44 years later, we have a centennial celebration—a capital from the 150th anniversary of another of our great historical events

We are a lucky city in our historic background. We have a trio of the greatest occurrences in the history of the Pacific northwest, and every 50 years each one is going to produce a centennial or a sesquicentennial to give us a chance for a celebration

The Astor expedition gave us a chance in 1911 and will provide another opportunity in 1961. The Lewis and Clark expedition gave us a chance in 1905—only we let Portland reap the glory with its great exposition of that year—and is giving us another chance this year. Its tricentennial will roll around in 2005 when some of our younger citizens will probably still be here to put on a big festival. The discovery of the Columbia river by Captain Robert Gray gave us a chance in 1892 for a celebration—but as far as we know Astorians muffled the ball on that one. It gave us another one in 1942, but we stole the play. The next big Capt. Robert Gray anniversary comes in 1992—and darn few of us will be here for that one

So this big Sesquicentennial year gives us about a twice-in-a-lifetime opportunity, the like of which won't roll around again until the Astor Sesquicentennial in 1961.

And what other city in the whole northwest has such a chance to make capital out of its history? What other city in the northwest is a key location in a historic event of world importance"

And are we going to fumble the ball on this great opportunity? We have a fine celebration cooking on the fire—but the fire ought go out for lack of fuel.

There's going to be a big patronage-selling drive next week.

Business men are going to be asked to buy batches of $10 patronages. Citizens all over town are also going to have the chance to buy patronages.

And with each patronage goes a fine medallion—exact duplicate of the medallions given by Lewis and Clark to the Indian chiefs they met. The medallion itself which goes free with every patronage—is going to be a valuable curiosity and souvenir in days to come. Today the medallion is a badge of community support.

The guy who can hang two or three medallions—or even five or ten—around his neck is going to be able to boast that he did more than his fair share to make our big community celebration a success

But unless a good many of us get medallions to display, the Sesqui risks being dismal bust and our Sesqui visitors are going to say: "What a dump

One final spur to community pride—often we had the John Jacob Astor exposition—centennial celebration in 1911. Does how much money the citizens of Astoria raised to put it on? One hundred thousand dollars, no less!

He's Doin' His Bit

Arthur L. Lewis, secretary of the Retail Clerks union here, did his share of promoting the Lewis and Clark Sesquicentennial recently on New York city when he wore a Dave Crockett hat in Times square

Lewis, who was in New York to attend a convention of the International Retail Clerks union, bought the Davy Crocket cap and wore it after one of his fellow convention goers dared him to do it.

Lewis' appearance in the metrial hat brought a lot of Hi Ya-ers" from passersby, he said, and to each one he gave a booster card full of data on the Sesqui.

Lewis also presented a Sesqui medallion to NYC's acting mayor Abe Stark. He also gave Stark a letter of invitation to the celebration from the Five Mayors of Clatsop county.

The Astorian reported that New Yorker Kefauver Tennessee, Congressman James Roosevelt New York, and George Meany, president of the American Federation of Labor were among the convention speakers

Sesqui Flyin Set Sunday

Sesqui Boardmen Meet Descendants Of Early Pioneers

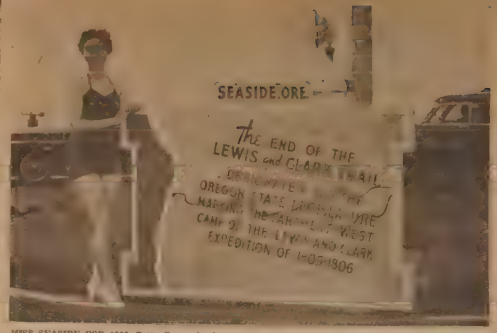
Sacajawea Descendant Due Here

LYDIA LARGE

Descendent of Meriwether Lewis to Attend Dedica

MERIWETHER LEWIS

Complete representation of descendants of the historic trio of Lewis, Clark and Sacajawea at the Fort Clatsop dedication ceremonies Sunday was assured today as the announcement that Meriwether Lewis, great-



MISS SEASIDE FOR 1955, Patty Boyer, is shown in the above photo standing at the marker on the turnaround at Seaside. The famed turnaround is marked with a plaque which reads "Seaside Oregon, the end of the Lewis and Clark trail. Designated by the Oregon state legislature marking the furtherest west camp of the Lewis and Clark Expedition of 1805-06". The map shows the route through Montana, Idaho and Washington. Many of the events of the Sesquicentennial celebration, including the dedication of the west camp August 22, center at Seaside. (A-B Photo)

155 Units Sign Up For Para

A total of 155 units [illegible] in the Red [illegible] centennial parade Saturday. Tony Na[illegible] chairman of the eve[illegible] today.

Naimo told mem[illegible] Lewis and Clark [illegible] ing Tuesday night [illegible] final entries [illegible] construction on [illegible] the city and plac[illegible] parade entries [illegible] ade, considered t[illegible] gest parade ever [illegible] A number of [illegible]

Sacajawea Was Brave Helper

Aug. 15, 1955 Astorian Budget

By POLLY McKEAN BELL

The first of the heroines who figured in the great events that men chosen carefully from their determined to winter won the northwest for our beautiful volunteers. country, was Sacajawea, the Six years before Lewis and little Indian Princess.

Charles [illegible] ress the Bostonian gave of her, "She is the best in [illegible] says of her, "She is the best in captured by the Minnetarees in lutation we have of the splen- a raid on her village did natural qualities of the American Indian."

In 1801 one of our greatest presidents, Thomas Jefferson occupies the White House. He

Don Malarkey, [illegible] dedication of Fo[illegible] Clatsop at the end [illegible] completed.

C Ibert Marsen [illegible] work will start [illegible] publ[illegible] barracks [illegible] planned in connec[illegible] dedication. [illegible] granges are stag[illegible] ive Proves for [illegible] dollar for adults and 50 cents [illegible] children.

Jon Nerenberg, chairman of the finance committee, told the Sesqui group that more [illegible] ting through sales of nat[illegible] is needed and that patronages are on sale at Hotel-Astoria, First National Bank and Sesqui headquarters in the Astoria Hotel. He indicated that Seaside has almost reached its quota of income for the Sesqui.

Seaside plans for the Sesquicentennial are completed according to Ken House as to the [illegible] to hang it promises that they might be of her own tribe. If they came nearer she gazed secrets at the chief of the band then to the astonishment of the white men with her she broke into a torrent of tears which were soon changed into joyful smiles, as the strangers met her with almost as much emotion as herself rushed forward to embrace her.

She explained to her captors that she was Canoehawa, her own brother, whom she had not seen since as a little girl she had been stolen by the Minnetarees and carried into captivity. Of course there was now the kindliest feeling between the expedition and the Indians. Thanks to the little Indian Princess they found everything that they needed as horses, provisions and guides placed at their disposal and the heroic march continued.

Horse Purchase

Red Shirt, the Indian called Sheheke and the "Bird-woman" with her papoose on her back might ride whenever it

In the month of Lewis and Clark across the mountains in one of the great rivers of America.

Through all the awful hardships of that dreadful march Sacajawea carried on, sharing each new peril, cheering the men with her silent courage and showing by herself one das same upon the Great Falls and knew of a Bird Woman service at every fork had been right.

The party gave a cheer when they reached the Cascades. Next a portage of a score of miles had to be made. Heart breaking miles over rough country, through creek beds now dry, now raging with flood waters. Once the canoes were the strength of Clark saved Sacajawea and her papoose from death as the current bore the little mother from her feet.

The Great Falls portage cost them more than a month of perpetual labor. The men wanted Sacajawea, black eyed, to name to new streams. In every quest they reached the country of the Shoshone Indians. There encountered a band of wild warriors of that tribe coming to meet them, mounted on fine horses and armed for battle. Captain Lewis took the stars and stripes in his hand and advanced alone to meet the chief. Sacajawea called to her aid. Sacajawea clad in her best and the garb of Ind[illegible] to hang it promises that they might be of her own tribe. If they came nearer she gazed secrets at the chief of the band then to the astonishment of the white men with her she broke into a torrent of tears which were soon changed into joyful smiles, as the stranger met her with almost as much emotion as herself rushed forward to embrace her.

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Horse Purchase

Red Shirt, the Indian called Sheheke and the "Bird-woman" with her papoose on her back might ride whenever it

Captain Meriwether Lewis and Captain William Clark.

The task assigned these two young men was appalling.

They were to blaze a path, more than 4000 miles long, through trackless forests across mountains, hitherto uncrazed streams and over plains never before traversed by white men.

They were to travel through sour river, to the country of

Thus young Indian girl was destined to play a big part in the expedition, and to lend a element of the picturesque.

Lewis, scouting by himself one ahead of the party, and knew of a Bird Woman who

Her presence with her little three months old son among the crowd of men gave to the party a touch of romance

Captain Meriwether Lewis and Captain William Clark

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In December Lewis and Clark came in sight of land on the banks of the beautiful Columbia river. Here on the land of January the party [illegible] and rude fortifications were [illegible] ed and was named Ft Clatsop as both interpreter and guide. Her knowledge of the [illegible] of the [illegible] near [illegible] of the [illegible] Indians [illegible] brought to [illegible] to the white men and their [illegible]

[illegible] was again proved her [illegible] ishness and her loyalty to her [illegible] captains. One of the natives [illegible] speedily [illegible] ers other [illegible] robe. They [illegible] the Great Lake Clark had ever seen, and he great [illegible] ted to own them. The Ind[illegible] refused an offer of two good [illegible] and said he would not [illegible] take [illegible] for his robe, but he [illegible] gives [illegible] upon a ridge with [illegible] three months old son among the [illegible] heads. Quick as a flash the Indian woman made the trade for the Indian had her girdle. Capt[illegible] Clark has made detailed [illegible] red other rivers and Sacajawea was [illegible] happy.

[illegible] of Fort Clatsop that winter the most important [illegible] Before [illegible] the leaders was the food supply. Therefore when [illegible] Indian visitors at the Fort told [illegible] of an [illegible] salmon ashore at the ocean beach. It [illegible] decided at once to go and investigate, even though it was [illegible] many miles distant from the camp.

Captain Clark headed a party, guided by a Clatsop, who led them along old Indian trails, included in the party was Sacajawea. She longed to be near the "great salt water" and to look her [illegible] upon it, before she returned to the interior. Captain Clark was glad to grant this small favor to one who had [illegible] for many difficult months, so cheerfully given of her best, for she was one of the expedition.

Cross Plains

The party crossed what is now known as Clatsop Plains and passed through the present site of the town of Seaside stopped briefly and marveled at the work the men were doing at the [illegible] they followed the old, old trail over Tillamook Head and so on down the beach and found themselves at their destination.

Near where a small river empties into the ocean they found the skeleton of a whale which measured 105 feet [illegible] and one head twelve [illegible] the meat of its bones by sealing and other means for purposes of trade.

[illegible] a quantity of the meat, and the party proceeded at once to enjoy a [illegible] of it, with the exception Sacajawea would not [illegible] a particle of the meat, knowing [illegible] was injurious [illegible] the [illegible] and nursing [illegible]

Men Cook

[illegible] River of

Clark Descendant to Attend Sesquicentennial Festival

WILLIAM GLASGOW CLARK

[illegible] a featured star of the Regat[illegible] ceeding to Tony Naimo, parade [illegible]

In addition he will appear [illegible] with Gov. Paul Patterson and other dignitaries on the platform at the dedication of Fort Clatsop Sunday afternoon, August 21.

Other direct descendants of members of the party who traversed 2500 miles of wilderness to Clatsop county 150 years ago [illegible] are he on hand.

Sacajawea Relative

Among them is Lydia Large a direct descendant of Sacajawea, Fort Vancouver Indian princess, Don Wagoner and Meriwether Lewis, a direct descendant of Lewis of expedition fame. Invitations have been sent to these two individuals said, but they have not as yet indicated whether they will be able to attend.

Enclosed Proof

Clark enclosed proof of his ancestry in his letter accepting the invitation.

The proof a notarized and certified letter from the Missouri State Historical society, proves the lineal descent of Clark.

His father was William Glasgow Clark Sr. His grandfather was Dr. John O'Fallon Clark, great [illegible] George Rogers Clark and for six [illegible] great grandfather, General William Clark, [illegible] of the famed exploring team.

Astoria, Oregon, Saturday, August 27, 1955

Pond Interests Descendants

[illegible] Large, [illegible] Clark and Meriwether Lewis [illegible]

Big Festival Ahead

[illegible] week sees the inaugural of probably the most elaborate period of festivity in Astoria in 44 years.

Not since the Astoria Centennial celebration in 1911 has there been such an

Combined with the Regatta and Salmon Derby, the Sesqui provides three big

day of this week and continuing on through Labor day without interruption.

We will entertain hundreds and perhaps thousands of visitors, and will do our utmost to see that they have a fine time.

The Astorian-Budget today contributes its bit toward the big gala period ahead of us.

Today's issue of this newspaper contains four extra sections devoted to the Regatta, the Sesquicentennial the Salmon Derby, the Mass Oregon pageant, and other big events of the Sunset Empire. It contains historic and scenic material intended to give visitors a sampling of the wonders of the great Sunset Empire region.

We trust it will be interesting and enjoyable to local folk as well as visitors.

We suggest that you send copies to your out-of-town friends and relatives, folks who might be tempted to visit this great vacation land some time.

The Sesquicentennial gives us a fine opportunity to let more people know what a wonderful region we live in.

The future prosperity of the Sunset Empire is going to depend, to a growing degree upon the popularity of this region for tourists and vacationers. We do not want to neglect any opportunity to throw out bait to lure them to our forests, lakes, rivers and sea. Once they get here, they will be hooked permanently. Once seen, the Sunset Empire as a region visitors will never forget and will always want to visit again.

San Franciscans Visit Here for Old Time's Sake

[illegible] M. and Mrs. F. A. Todd Spedden who drove up from their San Francisco home for

Todd Spedden who spent his [illegible] in Astoria as the [illegible] of two prominent [illegible] Capt. J. G. Hustler [illegible] day Columbia river [illegible]

Fort Replica Is Dedicated

STOCKADE A replica of Fort Clatsop, built by Lewis and Clark and the men of their expedition in 1805, was dedicated near Astoria Sunday. Among citizens of the area who wore fur trader costumes and grew beards for sesquicentennial were Charles Moore, Hammond, right, and C. M. Love, Astoria, inspecting fort. (Palmer photo)

CANOES Four canoes, loaded with 27 scouts and their leaders, arrived on schedule Sunday at Fort Clatsop after a [illegible] and Clark down the Columbia. The scouts paddled about 80 miles of way and made portages, just as explorers did. Strong [illegible]

KINFOLK Descendants of Lewis, Clark and Sacajawea, [illegible] through gates of Fort Clatsop. Top, Meriwether Clark, William E. Lewis Jr., and Lydia Large.

Aug 18-1955 - Astorian Budget.

Sesqui Regatta Brings Minesweeper Here

Pictured above is the USS Waswing, a minesweeper, which is one of two US Navy ships which will be in Astoria throughout the Regatta and Sesqui celebrations. The ship has seen service in the Pacific during both the Japanese and Korean wars. Open House is to be held on the vessels during the celebrations. Hours are to be 1 to 4:30 p m daily. Inset is Lt. John B. Shaf USN, who is the commanding officer of the ship. During recent months the ship has participated in air-sea rescue operations in the Far East. (US Navy Photo)

Sunday Aug. 21 st. 1955 -

Evening Astorian-Budget

Wednesday Slate To Include Post Office Dedication

[illegible] companied by Mrs Dorothy [illegible] ...st stairs of the national an... them an ocean liner moved ...lowed the tree top, caught the flag and ripped its folds free to the ... in a heartwarming ... few counts com... ...ion ... ...

... the descendants of Lewis, Clark, Sacajawea and Sgt Patrick ...rian of the Cleveland expe... ...ition 150 years ago. Ed ...adams of Crown Zellerbach ...mber company, which for ...mished the reclaimed logs of ...he fort, Otto Owen and Burn... Bell of the Clatsop County ...Historical society, John Salvon, ... the Fren... ...

... ...ogs, Marvin Reed, Jawreen and... Wesley Shanel, of the Jawreen ... who, with the historical society ...were organizers of the fort re... ...creation, Jean Hallock, Lewis ...club, which cleared the fort ...grounds, Tim and Vaughn Wyse ... Historical ... ...larger pres... ...who was pre... ...at the fort by ...Shanel. Mrs Conrad Peterson, descendant of Chief Concomly of the Chinook tribe across the ... Mrs. Wells Gilbert, president of the Colonial Dames society, Portland, Howard B Drage, national leader from New York ... university, who flew out here for the dedication, and mem... bers of the governor's committee for the Sesquicentennial.

... ...ings were delivered by ... ...noon speaker. The Rev. Hugh Montgomery, Clatsop Plains, will give the invocation. Otto Owen of Clatsop Homes, a soc... ...ietv will be master of cere... monies.

The DAR chapter is providing a bronze tablet to mark the site.

The first post office was established in 1847 by John M. Shively, who had come ... ...toria in 1843 and laid out a town ...site-the area now included in ...Shively's Astoria.

In 1847 he [illegible] returned to ... ...brought out a bride, ...appointed as ... ...as postmaster for this a... ...bought a dwelling that had been built by the Rev. Ezra Fisher and converted it into a combination home and post office. The ...house resided for many years ...long after it ceased to be used ...for post office purposes.

Among distinguished guests scheduled to attend the event are Col Alexander Allen, Portland and Major Gen. Arthur Stanwood, grandson of John Adam's ... ...first customs collector in Astoria and Stanley Young, native As... ...toria, who is now a biologist with the US Fish and Wildlife ...service.

Dedication of Post Office marker Aug 24 1955

PO Once Stood Here

See story on Page 1

Standing beside the new plaque put up by the Astoria Daughters of American Revolution marking the site of the first postoffice west of the rocky mountains are Mrs Albert Powers, Cape Kay state regent of the DAR, Mrs. Agnes Day, granddaughter of Chief Comcomly, Lydia Large, direct descendant of Sacajawea, William Clark Tesoma, direct descendant of the member of the Lewis and Clark party, and Meriwether Lewis, direct descendant of the other captain of the party. Marker was dedicated by Congressman Walter Norblad during ceremonies at 15th and Exchange streets on Wednesday. (A-B Photo)

Postoffice Marker Dedicated

Aug 24 1955

Congressman Walter Norblad, Astorian-Budget publisher, and Mrs. Agnes Day, granddaughter of Chief Comcomly, unveil the new plaque marking the site of the first postoffice west of the Rockies. Marker was put up between Exchange and Frank... ...Daughters of the American Revolution, sponsored the project. No state participated by Congressman Norblad at the dedication. (A-B Photo)

Aug 24 1955 - Astorian-Budget

Dedication of Fort Clatsop marker

Many Attend Dedication Of New Fort

(Continued from Page 1)

[illegible] ...essee, who with her, were the Flow... [illegible] contestants in the contest of 14 girls for the title ...ss Donna Tabbutt and Ar... ...Schuster who will rule the Sea ...ns as its Queen Connie.

The impressive and eventful afternoon ceremony was marked by the raising of the 15-starred ... ...and Clark flag, exact ... ...replica of the American flag, exist... ...ing at the time of the explorers' ... ...first visit to the Columbia river ... ...mouth. The flag was presented ... ...to the fort by Lewis and Clark ...Fund made by a group of mod... ...ern Boys Braves from Clatsop ...post 12 of the American Legion ...auxiliary, the flag was dedicated ...to the Oregon Historical society and presented, for safe-keeping to Otto Owen, president of the Clatsop County His... ...torical society, by the color ...guard of Oregon's national guard ...Co. L, 186th infantry, raised the flag, the bright banner caught in harards at top of the ...pole but as Jack Peterson, a...

Evening Astorian Budget

Astoria, Oregon, Thursday, August 25, 1955

More Than 1000 Ate Salmon

More than 1000 people stood in line last night at the Hammond Community hall for the town's Sesquicentennial salmon bake. So many patrons came to the feast that tallenders were served canned salmon. Finally, all the food was gone and many customers were turned away. An estimated 200 were turned away. (A-B Photo)

Sesqui Events Draw Big Crowds

Astoria is finally beginning [illegible] but through the Sesqui to catch up with other parts of the area is now getting proper [illegible] the fullest extent the [illegible] historic Northlad officially dedicated [illegible] cial importance. Col. [illegible] the plaque which was [illegible] Walter Northlad stated Wednesday during the dedication of the plaque marking the location of the first postoffice west of the Rockies.

Northlad told the assembly a full [illegible] that in the past the Lower Columbia region has failed badly through [illegible] in passing up the history of the region.

Many Activities

The dedication [illegible] Wigwam dances at Hammond [illegible] the Pioneer tea at the Clatsop [illegible] D. K. Warren house in Warren- [illegible] the flavel house and var-ious [illegible] and open houses.

Among the guests present at [illegible] Hammond and [illegible] borough of Gear- [illegible] [illegible] the past fe[illegible] [illegible] [illegible] [

British Held Possession Of Astoria in Early Days

By LAURIE ABBEY MOORE

[illegible] the naming of the U.S. ... 1818, still the British retained actual possession of Astoria. The Blossom arrived in Astoria from Britain with Mr. Keith, the British standard was lowered and the stars and stripes raised for a time and the guns of the Blossom roared a noisy 21-gun salute still the British were in actual possession until 1846.

Stronger Than Astoria

Fort George, when it was formally restored to the U.S., was a much greater stronghold than Astoria had been. A stockade, of logs 150x250 feet in size and 12 feet high enclosed dwellings, store houses, shops, etc. The walls mounted two eighteen pounders, six-pound carronades and seven swivels. Thus belonging to the U.S., Astoria [illegible] company and later the Hudson Bay company had practical monopoly of the fur trade but two lost them the county. The companies discouraged settlement by English families and it was actually settlement of the county that won it for us.

Joint occupation remained in [illegible] Island Hudson.

Meanwhile, our claims to the Pacific northwest were strengthened when we signed the Florida treaty with Spain which conveyed all rights to the province of Florida and any rights Spain held to territories north and east of a line drawn from the source of the Arkansas north to the 42nd parallel and thence to the Pacific. This remained the boundary between the U.S. and Mexico for a long time. It is still the southern boundary of Oregon.

In the meantime two rival fur companies of Britain fought for control of the industry in the great northwest and Canada.

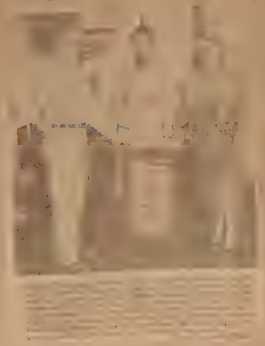
Companies Consolidated

To end the bloody feud the English parliament consolidated the two into the great [illegible] Bay company. So [illegible] penny to discourage settlement[illegible] by farmers.

British Rule Held

The entire country w[illegible] British rule without a [illegible] While and ro[illegible] on friendly ter[illegible]

Gold Star Memorial



Gold Star Mothers

Gold Star Mothers, American Legion auxiliary, Astoria [illegible] lub and Clatsop County Historical society [illegible] planted in honor of Gold Star Mothers in museum grounds

Rose Bushes Planted to Honor Gold Star Mothers of County

Old Oregon Trail History During Visit of Caravan

[illegible], Wyoming, Linn and [illegible]shes.

Ontario was the first stop in Oregon.

[illegible] over to set a date for the [illegible] route devoted mostly to Ale[illegible] 1852, to commemorate the [illegible] peak of migration over the [illegible]

[illegible] party, a tour of historic points in the country, and a banquet honoring early pioneers.

Nyssa First Stop

First stop on the tour, which started from Ontario at 1 p. m. was Nyssa, where Dr. Driggs gave cognizance to the fact that Nyssa is situated near the Old Oregon trail's gateway into the state for which it was named.

Dunaway, a few miles from Nyssa, was the next point of [illegible] ished to cross [illegible] then.

Old Tragedy Recalled

At a point near the famed camp site on the Owyhee river, Harold H. Newman, of Adrian, recounted some important facts about the Owyhee crossing of the south pass trail [illegible] south pass trails [illegible] the difficult trek [illegible] Owyhee desert to Vale and F[illegible] [illegible] camp site.

Dr. Ray Takke, regional vice president, Old Oregon Trail [illegible] also gave an account [illegible] the Sisley Creek tragedy [illegible] was Takke, also, who [illegible] the silver medal on the shoulder of Lydia Bruce and pinned it on each one of the caravan to point out a section of the original Old Oregon Trail of 1852 as it broke over the divide of the foothills a few miles south of Malheur butte, ancient signal tower for the Indians.

Henderson Grave Visited

When the caravan made next stop at the John D. Henderson grave, Robert Thurston representing the Yale county [illegible] known as [illegible] Yale [illegible] Nyssa [illegible] came from, his ag[illegible] was found, cause [illegible] dra[illegible]

The caravan halted in the shadow of Malheur butte fo[illegible] a highway mark[illegible] ton of [illegible] marker in which he said the storied landmark was a welcome [illegible] to immigrants in that it [illegible] the near-end of the [illegible]

They turned a vast fantasy into a fabulous fact . . .

[illegible] were such friends for the early showgirls [illegible] [illegible] [illegible]

Explorer Scouts Find Lewis and Clark Route Still Rough

Four-Canoe Expedition Retraces 150-Year-Old Passage Down Columbia From John Day River to Ft. Clatsop

The river wasn't quite the same but the trail hadn't changed when 20 explorer scouts and their seven leaders from the Portland area retraced the journey of Lewis and Clark down the Columbia river to the site of Fort Clatsop.

[illegible] record years ago like the first explorers, [illegible] waters which had to be portaged by portages. Both dams had changed the character of the Columbia, but they hadn't changed all of the rough water spots from the John Day river to Astoria, the scouts found [illegible] and skipped water aboard their four canoes.

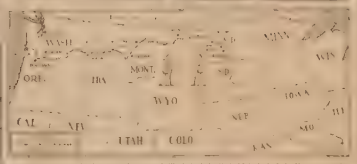
Dr. Warner, the scout leader who acted as the captain kept the expedition rolling along as he paced the first vessel with his shouts of "Hup!"

The canoes named The Dalles, Vancouver, Portland and Clatsop were donated by the Rotarian clubs of the towns and will be used as river canoes at Sacred lake where the expedition reaches Astoria Sunday afternoon in time for the dedication of a replica of old Fort Clatsop, where the Lewis and Clark party spent a rough winter in 1805-06 harassed by mosquitos, rains and the problem of finding adequate food for the band of hardy pioneers most of whom were not much older than the Boy Scouts who made the trip unless you're on this week.

The scout journey was part of a week-of-the-Mississippi pilgrimage in which troops from various sections along the famed route retraced it winding up with the effort of the Portland group.

BEARDED Adult members of the [illegible] Lewis and Clark expedition were leaders honored only Tom Reese, field executive for the explorer scouts, who was in command of the operations of retracing by canoe the route taken 150 years ago by Lewis and Clark. Reese and the other bearded ones had just returned from a hike into the Cascades. (All photos by David Falconer, photographer for The Oregonian.)

SCENERY Besides the water and [illegible] across the several Lewis and Clark expedition down the Columbia [illegible] the scenery of eastern Oregon to inspire them to greater efforts on the paddles. The large canoes were loaded with from seven to eight scouts and leaders and were named for towns along route where Kiwanis clubs had donated funds to pay for the craft, which will be used at spiral lake scout camp after the expedition is over.



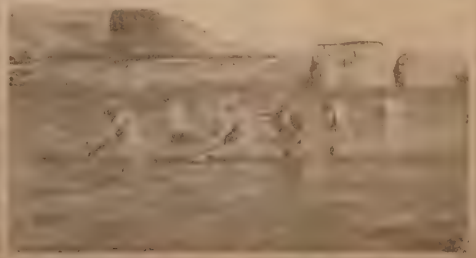
ROUTE This is the route Lewis and Clark took in their historic trek to the coast at Astoria. Explorer scouts along the route during the past year retraced it in honor of the 150th anniversary of the famed overland expedition. Portland area explorer scouts did last stretch from John Day river to Fort Clatsop in Columbia river estuary area.

PORTAGE It was necessary for the explorer scouts, just as for Lewis and Clark, to make portages around the more treacherous areas of the Columbia river.

LOCKS [illegible] a seagoing vessel, the explorer scouts were locked through the Celilo falls area. Water level was dropped [illegible] feet in order to let scouts float through.

SLIP The scouts reached a sand and mud island in the Columbia during their trek—and it happened—Bob Brunner pitched face first into the mud and got a laugh.

LAUNCHING [illegible] were [illegible] by hand [illegible] had to make portage [illegible] began against big [illegible]



LEADER [illegible] canoe of the [illegible] The Dalles skippered by Bob Wynne of Fort [illegible] and Thereof [illegible] bunches and get the gear for portages down the mighty [illegible]

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Marking Historical Spots

The Lions club is establishing markers at some of the historical sites throughout the county to help inform tourists during the Sesquicentennial, including the Fort Astor cemetery, above, the first customs house, the first homestead, the first mission west of the Rockies, the ship Peter Iredale, the first light house and the cannons at Canon Beach. Jean Hallaux, right, and Joan Matthews are shown pulling up one of the cannons. (Nolan Photo)

Sgt. Gass Used These

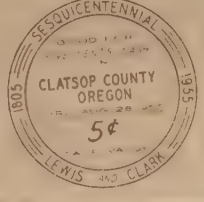
Owen Buxton, Kent, Wash., displays rifles left by his great-grandfather, Sgt. Patrick Gass of the Lewis and Clark expedition. He holds a razor case of wood made by Sacajawea, and an 1859 edition of his ancestor's book of memoirs of the expedition. A second edition of the book, published in 1812, lies beside it. In back is a family Bible recording Sgt. Gass' 1824 marriage. The round object in the center is a pewter whiskey flask and at right is a hatchet bear owned by Sgt. Gass which no doubt had a part in the construction of Ft. Clatsop, in Buxton's opinion. (A-B Photo)

They'll Prepare Breakfast Sunda

tion will be headlined Sunday, August 21 the first full day of the celebration, by the by the Beta Sigma Phi, Zeta chapter. The event. Breakfast starts at 8 a. m. and it to be

Astorian Budget Tue. 18-1955

Go Ahead! Take All Those Wooden Nickles!



Wooden nickles, bearing the design shown above, went into circulation in Astoria this week. They are to be used throughout the eight day observance of the Sesquicentennial celebration. Coins similar to these have been issued as memorials in cities throughout the nation during various festivals. The coins bear the legend, on one side, "good for five cents cash in Clatsop County Oregon, through August 28, 1955." The coins are designed as keepsakes but are redeemable.

who ... wood ... counters ... a Sesqui ... are

... distributed by ... part of the ...

... pre-anderway here Aug. ... engaged to promote the cele-

... special Sesqui wood ... committee to all ... merchants who desire to ... them through the cele- ... They can be turned in ... Lane and transfer into ...

... such coins have been used in cele- ... brations throughout the United ... States. Letters from throughout ... into Sesqui headquarters asking ... One such letter came from a ... coins true ... held in ...

Coins are placed in circulation ... by the ... committee ... by the ... They sell the coins to merchants ... to use throughout the celebration. When ... at the ... ever after the ... may be bought ... All profits ... from the wooden nickels sold are to go into the Sesqui general fund.

On the face of the coin is a drawing showing the two explorers and some Indians. Circled around the drawing are the words "Clatsop County Lewis and Clark Sesquicentennial." The year 1805-1955 are also marked on the coins face. On the reverse side is the statement that the coins are not negotiable after August 28.

Individuals or merchants who desire to use the coins are asked to contact Sesqui headquarters ... chairman of the coin ...

... he is assisted by John ... man, Dewey Merydith, Gene Franklin and Scott McLeod.

King of This Frontier

Budget Aug 18 1955

Douglas Nopson, 6, son of Mr. and Mrs. Henry Nopson, Smith Lake, is king of the Davy Crockett wingers in this section of the wild frontier. The youngster, who won't enter first grade in school until this fall, was proclaimed winner on the stage of the Riviera theatre after finals of a contest conducted by radio station KYAN for eight weeks. He won a $50 savings bond. (A-B Photo)

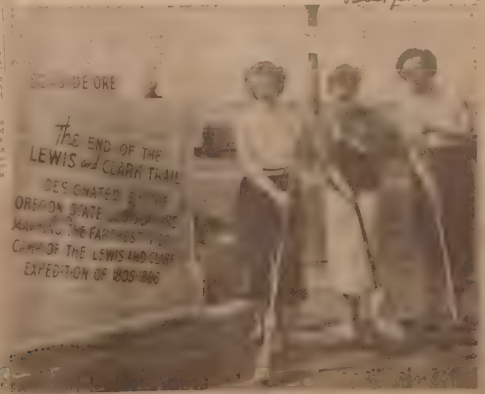
Astorian Budget Tue 17-1955

We Were Marching Through Georgia

William B. Hartsfield, mayor of Atlanta, Ga., receives a copy of the "seven mayors' history" inviting him to the Clatsop County Sesqui celebration, from Wilton Paulsen, center, president of the Astoria Jaycees, and Bruce Thomas, ... annual convention in Atlanta, from which the Clatsop delegation recently returned.

Making a Clean Sweep

Astorian Budget 8-16-55



Not little Dutch girls, but none-the-less street sweepers are these three Seattle misses. They are pictured in the above photo as they put the spit and polish into the town for the Sesquicentennial celebration which starts Saturday. Left to right the trio is, Jean Galland, Patti Boyer and Linda Hereford. They are giving the Turnaround, where the Lewis and Clark expedition visited, a clean sweep.

Astorian Budget Tue 17-1955

A Good Representation

The men employees at the First National bank are nearly 100 per cent behind the beard growing contest running up during the Sesquicentennial as demonstrated by this photo.

The Big Parade:

The biggest parade in Astoria history brought out the big gest crowd in history Saturday. A-B staff photographers were on hand to record it, as shown on this page. Top row, from left marshalling area at port terminals at parade time; city hosts racing on to tugboat shown second; entering rooters at exit and assembling basin right parade seem

J. J. Astor hotel fire engine. Second row from left Queen Sue Natalie Admiral William F. Dean, Color Guard of Seattle Rainbow girls. Third row, from left Miss Astoria on her colorful float Warrenton city float showing Pres- Jredale tennis queens Thurmond Chapter sub- sweepstakes winners in

Bottom row, Astoria Fred company's ex team and wag- on, one of the unusual floats in the parade of many scenes of floats and

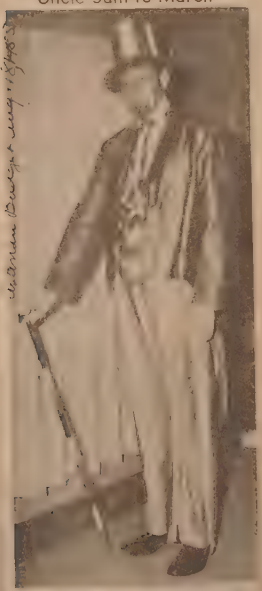
Lewis and Clark Sesquicentennial Celebration Draws 30,000 to Parade in Astoria

Maj. Gen. William F. Dean, regatta adv... who is was rushed over by Astoria regatta queen, Sus...

Sun to Last Week End

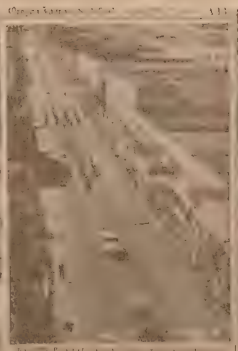
...as the marine... ...feel of ... ...bands ...

Uncle Sam to March



Uncle Sam, seven-foot tall and in everyday life a Seaside man named John Vermeuit will participate in the Regatta-Sesquicentennial Grand Parade, according to Tony Nalmo, Jaycee parade chairman. Nalmo says it is the first time an Uncle Sam has appeared in parades in the Pacific Northwest for many years. Parade time is 1 p. m. (A-B Photo)

UNDER BEAMING sun, Pacific Power & Light company float rolls down Astoria street Saturday in Lewis and Clark Sesquicentennial parade. Float was prize-winner. (Photos by R. H. Ball)



marchers. Crowd was put at 40,000 biggest in Astoria's history.

COMPANY of army engineers halts momentarily in parade Annual Astoria Regatta was combined this year with 200th celebration of anniversary of Lewis and Clark's arrival.

GENERAL TURNED Astoria "admiral." Korean war hero William Dean (right) leaves salute from reviewing stand as yacht in Regatta mass or parade heads upriver with flags flying.

Early-Day History Lives In Long Astoria Parade

Finnish Float

It's Sesquicentennial Time For Clatsop County!

Dappled sun and shadow from the tall firs and rustling vine maples of the historic fort grounds formed a perfect spot for the thousands of picnickers who attended the elk barbecue, given by the Clatsop county granges, prior to the dedication of Fort Clatsop Sunday. Indian tepees of the Cehis tribe, pitched beside the restored fort, added an appropriate note of atmosphere to the scene.

Gates of Fort Clatsop open as the 186th infantry regiment of Oregon's national guard file out following their precision marching, including the difficult "salute" drill, during the fort dedication, for which they were the official color guard.

An example of the colorful regalia that was rampant at the fort dedication Sunday is shown here with Gen William Dean, Korean war hero, and admiral of the 1956 Regatta, center, Chief Tommy Thompson, 101, of the Celtis Indians, front row, and behind Gen. Dean, in 1805 army captain's uniform, Meriwether Lewis, descendant of the intrepid explorer.

Memories of the rinse of the [illegible] Regatta and the opening of the sesquicentennial are shown in the surrounding pictures. Right, children didn't mind the waits during the giant Regatta-Sesqui parade Saturday. In [illegible] Left Gov. Paul Patterson [illegible] restored Fort Clatsop on the route of the [illegible] Lewis and Clark expedition [illegible] Lewis [illegible] Regatta [illegible] Bowl [illegible] Miss Sesquicentennial [illegible] Miss Regatta [illegible] Lewis [illegible] Dean and Bill Abril, [illegible] Prince Nae before [illegible] Bowl [illegible] Lewis

The Women's Page

SOCIAL & CLUB NEWS

PHILIPPA SEABROOK

To Honor the Pioneers of Clatsop

Themed to the tea the Clatsop Plains Presbyterian church will give in memory of its pioneers are the committee members, who with their chairman, are rounding out plans for the event, will be held Friday, from 1:30-5:30 p. m., in the picturesque, spired chapel on the plains. Left, Mrs. Morris Cahill; Mrs. A. E. Brandenberg; Mrs. Charles Dodge seated: Mrs. Ira Miller and Mrs. Albert Stanley, chairman. Mrs. Fred Steelman, another committee woman, was not present for the picture. (A-B Photo)

Pioneer Church On Plains Sets Memorial Tea

J[illegible] to 5:30 p. m. [illegible] al chapel of [illegible] Presbyterian [illegible] of this church, [illegible]ion of the [illegible] church of Astoria will hold the third of the historical teas during the [illegible] centennial celebration.

[illegible] as the church [illegible] the original [illegible] the community and [illegible] the tea will be [illegible]

Mrs. William J Gray, who was [illegible] married to the grandson of the [illegible] original pioneer and in whose [illegible] home the original church was [illegible] organized in 1846. She will come [illegible] here from Portland as will Mrs [illegible] Henry Marcotte, widow of the late Rev Henry Marcotte, one [illegible] of the pioneer ministers of the First Presbyterian church in As[illegible]toria and who was pastor when [illegible] the church was built. Mrs. Mar[illegible]cotte will also pour at the tea. Mrs Tom Sandon (formerly Jean Gearhart) will pour in the late afternoon tea hours. She is the granddaughter of Mrs Celeste Gearhart, who lived to be more than 100 years old. Also pouring at the [illegible] time is Mrs Joe Dyer, daughter of Rev David Thompson, who was instrumental in [illegible] interesting the de[illegible]scendants of the pioneer fam[illegible] to provide the money to [illegible] the present Gray Memorial chapel.

Her husband is also [illegible] Clatsop county pioneer[illegible] members being relate[illegible] to Chalenders and the Fla[illegible]s. Mrs. Mae Miller, daughter of the old Spexarth fam[illegible] is on the committee [illegible] tea. He [illegible] known Astoria pio[illegible]

[illegible] wife of the pas[illegible] D. C. Bell, Paul William[illegible]s, Rex Dove, Roy Nees, [illegible]m Owens and Rex Bial[illegible]

Astorian Budget

Astoria-Warrenton Shinook Salmon Derbies August 27 - Sept 5

Astoria, Oregon, Monday, August 15, 1955 Section Th[illegible]

[illegible]orers Trekked West 150 Years Ago

[illegible]he column was designed by an N[illegible] lectus Litchfield. Visitors are w[illegible] tower and climb the 166 steps [illegible] Astoria maintains the monume[illegible] (A-B Phot[illegible]

Writer Sees Richness Of Old Astoria

SESQUI INVITATIONS GO far and wide as this picture testifies. Pictured above are Mr and Mrs. Armas Johnson, Hammond, and the Mayor of Hutchinson, Kans. Mr. and Mrs. Johnson, on vacation in Hutchinson which was Mrs. Johnson's childhood home. They presented the mayor with a special invitation to the Sesquicentennial celebration. Johnson is employed by the Willamette Aircraft. The mayor's name is John Olson. The Johnsons were visiting her parents, Mr. and Mrs. C. J. Gilkison.

Aug 15 - 1955

Editor's Note: The following article from the Portland Journal was written November 21, 1915, and was headlined "Astoria is Rich in Historic Landmarks." With the story was a picture taken from the west slope, of the town as it looked then. Many of the landmarks which the author mentions can still be seen. The article is included in a scrap book kept by Captain W. R. Eckhardt Columbia river pilot.

By FRED LOCKLEY

One cannot wander around Astoria long without realizing that it is Oregon's oldest city. Yesterday, having some business at the city hall, I noticed an old-fashioned headstone enclosed in the court house yard. Stopping to glance at it I read, "In memory of D. McTavish, Esq., aged 42 years, drowned crossing this river May 22, 1814." Can you show me another city in Oregon with inscriptions on its grave stones made over a hundred years ago? On Exchange street, between Forrester and Jacobsen streets, I saw a sign on a storehouse, which read "Site of Fort Astoria, built in 1811; sold to British December, 12, 1813, and named Fort George."

Every where you turn you will find reminders of Astoria's historic past. Old timers will point out to you the site of old Fort Clatsop on what is now called the Lewis and Clark river, but it was razed by the Indians the Netel river. On the east side of Fifteenth street, between Exchange and Franklin, you are shown the site of the first post office building, which stood on Astoria, on the south side of Duane street, just west of Thirty-fourth, is the site of the first custom house in the North west.

I climbed Coxcomb Hill, up which is being built an excellent road. From the top of the hill a wonderful panorama is unrolled below you. To the westward is the mouth of the Columbia river. In the background is a forest of masts, while the water is dotted with salmon boats and smaller water crafts. In the distance is Head, and the range of hills on which can be seen the profile of the Father of our country.

The rivers and inlets, harbors and estuaries, lie in a network across the land. Here is the Klaskanakel river, now known as Youngs river. Not far distant is the Netel river. Coming through the drawbridge you can see a noisy little tug pulling a line of casks and barrels. It has been up the river locating sunken logs. They are brought to the surface, and a cask or barrel attached to them so as to make them float is a case of "finder, keepers, loosers weepers", for when a log sinks to the bottom of the river, it is the property of any one who wants to fish it up.

One realizes that Astoria is an old town when you talk to some of the old timers. I spent several very pleasant hours with Colonel John Adair whose father was the first collector of customs at Astoria.

"When I came to Astoria," said Colonel Adair, "in 1849 there were only three houses [illegible] Welch and McClure each had a store which was the only [illegible] houses. There were the only [illegible] in the Hudson Bay company [illegible] had a store. They called it Fort George."

A little later I visited Mrs. Emily Elvira Pace who will be 104 years old on her next birthday. In spite of her 103 years she is cheerful and alert has a good memory especially for [illegible] tells a joke, and has the true southern hospitality and makes you welcome. With Mr. Pelton, a [illegible]ger and Mr. Welch, the manager, [illegible] engineer, I visited the new [illegible] municipal water [illegible] is being spent to make Astoria a seaport worthy of her great future. A little later we were on a pilot boat we went out to visit the dredge Chinook. She almost needed to be a circus rider to keep upright, for the boat danced on the waves like a bucking bronco, and every once in a while a particularly large wave would wash over the top of the pilot house.

Astoria is forging steadily ahead. The streetcar line has recently been extended to Ta[illegible]

August 22-1955 Barbecue Attracts Many

More than 1400 participated in the barbecue held Sunday immediately preceding the Fort Clatsop dedication ceremony. Above, some of the guests are shown getting their share of the feast. Most of the 40 men serving were grange men of the county.

TUESDAY'S TIDES
High 5:00 a.m., 6.0 feet
Low 10:54 a.m., 1.5 feet
High 5:05 p.m., 7.6 feet
Low 11:59 p.m., 0.5 feet

Astoria Evening Budget

Tuesday's Weather
MOSTLY SUNNY

Astoria, Oregon, Monday, August 22, 1955

PRICE 5c

There Was Barely Standing Room

Even standing room was scarce Sunday at the dedication of Historic Fort Clatsop. Above, visitors of all ages stand as Jack W. Peterson sings "The Star Spangled Banner." Dedication speech was by Gov. Paul L. Patterson and main address was by Stanley P. Young, noted naturalist and member of the US Interior department.

Many Attend Dedication Of New Fort

Fort Clatsop no longer belongs solely to the stalwart captains and their hardy men and buffalo robe winter home of hundreds of years ago now basks on the banks of the Lewis and Clark river.

Nor does it belong to kindly Cobaway, chief of the Clatsops, to whom the explorers "sulled" it when they left on their return journey.

Rather it belongs, by proclamation of Paul Patterson, Oregon's governor, who dedicated the restored fort Sunday afternoon, to the intrepid pioneers, who came after.

[illegible] to the "pio
[illegible] restored fort, to their legion of [illegible] countrymen, and to the generations of Americans to come.

Thousands Attend

Gov. Patterson addressed thousands of history lovers, who attended the ele barbecue in the dappled shade of the log-fired grounds, greeted descendants of Lewis and Clark, Sacajawea, Chief Cobaway, and saw the four cannons filled with Boy Scout explorers complete their trip down the broad Columbia. The trip started near Idaho and from the reaches of the Snake river.

Gov. Patterson's speech will be broadcast from radio station KVAS Monday at 7:30 p.m.

Stanley Young, Astoria-born authority of wild animals of the North American continent, represented the government and was the main speaker for the dedication. The naturalist tied up his speech with the history locale by telling the crowd of the birds and mammals native to the locality when Lewis and Clark came here 150 years ago, showing skins and stuffed specimens of the beaver, giant condor Roosevelt elks and other wild animals.

Miss Sacajawea Named

A highlight of the afternoon's dedication ceremony was the announcement of Miss Sacajawea Queen of the Sesquicentennial Connie Winterstein, daughter of Mrs. [illegible] R. Walters, Astoria, and granddaughter of the Gus Nerses of Upperville. She received the [illegible]

[illegible] princess from Lydia Pacific county, center, also was descendant of Sacajawea the Bird Woman, and was draped with the heavily beaded war apron from the Black Foot tribe, by the Sacajawea Fort chaperone, Mrs. Frank Fowler, former white princess of the Umpqua chiefs of Roseburg. Miss Sacajawea's prin-

(Continued on Page Two)

Parade Crowd Sets Attendance Record

If Astoria ver had a bigger crowd, there is no record of it. And if Astoria ever had a big [illegible] parade theme [illegible] also no record.

The number of people who lined the streets from the docks to Gyro field to watch the 158-unit, four-hour Sesquicentennial – Regatta parade Saturday afternoon remains uncounted, but estimates have ranged from a minimum of 25,000 to a maximum of 50,000.

From 1 p. m. when the first unit left the starting point at Taylor and Portway until 4:30, when the final unit reached the parade terminus at 20th and Exchange, the biggest crowd of people ever to jam any downtown Astoria stood patiently along the sidewalks, three and four deep in places.

Multitudes Attend

They saw bands, drum corps, majorettes, floats, equestrians, marching and everything a parade should have, and a warm sun

[illegible] her just as the parade was

Mrs. Henry was taken to Co
[illegible] reported in good condition today.

Radio Communication

The parade stretched in nine divis ons, led by Adm ral Wilfred T. Dean of the Astoria Regatta and the 54th Army pipe band from San Francisco.

Parade Marshal Nanna, who launched the units from the [illegible] into Marine Drive at the Portway corner, one by one was in communication with the leaders throughout the afternoon by walkie talkie. A radio jeep led each division of the parade, with a police officer had attempted a count of spectators, block by block, and estimated the crowd was between 40,000 and 50,000 people. Others were thicker, in the way

Bands Show at Gyro

The parade reached a climax at Gyro field as prize winning bands assembled on Gyro field for a demonstration before some 5,000 spectators, including Queen Connie Sunday of the Regatta and members of the royal court.

Portland, Oakland, Calif., naval air station drill team launched the Gyro field spectacle with an attempt to revive drowned swimmers through their intricate maneuvers, carrying them ashore on the various bands, while Robert Hanson, Seaside chairman, distributed awards to units that won prizes in the parade.

Drowning Reported

Police reported the big parade proceeded orderly, and well behaved People were in a holiday mood and there were only a few minor incidents, such as tossing of pennies from stores for kids to pick up during an interval in the marching and the invasion of a beer tavern by a horse—but no trouble.

People who had seen Portland's Chapel by the Sea in Long [illegible]

(Continued on Page Two)

Schedule of Events

35th Annual Astoria Regatta

MONDAY, AUGUST 22—SEASIDE DAY

9:30 P.M —Fireworks Display on the beach just North of the Seaside Turnaround. No admission.
Trails End Art Club free exhibit at Clubhouse in Gearhart, open all day long.
Antique exhibits in all Seaside store windows.
Visit colorful shops and boardwalk in Seaside's Carnival Area.

TUESDAY, AUGUST 23—SEASIDE DAY

1:00 P.M -Open House aboard U.S. Navy vessels moored at the foot of 11th St. in Astoria.
7:00 P.M —Ball game between Astoria and Seaside. Game to be played at Seaside City Park. No admission charge.
9:00 P.M —Free Street Dance (To be moved indoors in the event of inclement weather).
Trails End Art Club free exhibit at Clubhouse in Gearhart, open all day long.
Antique exhibits in all Seaside Store windows.
Visit Colorful shops and boardwalk in Seaside's Carnival Atmosphere.

Flames Demolish Rainier Lumber Firm

RAINIER, Ore (UP)—Fire fire departments were able to swept through the Van Vleet lumber company mill here yesterday reducing the town's only major industry to ashes and causing $1,500,000 damage.

Four fire departments fought the blaze. It apparently started with a spark from a welder's [illegible] of lumber awaiting shipment by rail.

Firemen from Rainier, Kebo Longview and Weyerhaeuser

Dignitaries Rescue Driver in Distress

Merriwether Lewis and Lydia Lage Grandchildren of two of the trail blazers who are being honored this week, came to the rescue of a motorist who had driven into Youngs Bay Saturday night.

The two were returning from a reunion with other descendants of the Lewis and Clark party, in a car driven by R. L. Hansen. They were riding around Smith Point when they saw the headlights of an oncoming car go over the embankment and into the bay.

Briere Hansen could apply the broken Lewis had leaped from the car and started through the water to the car. It has while Miss Lage, dressed like her famous ancestor Sacajawea, let go out the other side and headed for a nearby home to notify police.

Lewis was able to rescue the driver of the stricken car, Laurence Patrick Barrow, route 1, box 45, Warrenton, within a few moments of the time his car had gone into the water. Barrows reportedly escaped the incident without injury.

Coast Guard Aids 3 Boats

The coast guard lifeboat station at Point Adams had a comparatively light weekend of rescue work Saturday and Sunday going to the assistance of three boats.

The weekend previous there were 11 vessels that needed aid or tow.

On Saturday morning the 40-foot rescue vessel towed in a 16 foot outboard owned by Fred James of Cames. Wash., from near No 3 to Derbyville in the afternoon the Gladey R. 26-[illegible] owned by Carl Stott of Portland had pump failure, but the owner repaired the difficulty before it was towed into port.

On Sunday a 26-foot boat named 28C331, owned by E. P. Hauke, needed a pull to get its engine started after its battery went dead during the early afternoon hours.

Fishing Continues Good On Weekend

Sesqui Officials Hail Good Beginning for Celebration

Sesquicentennial officials today were elated by a successful start of the week-long celebration of the 150th anniversary of the mustary expedition which climaxed the occupation of the Pacific northwest for the United States.

Officials estimated that more than 20 000 visitors have thronged into Clatsop county for the celebration.

Unexcitedly great numbers attended the opening day events.

The Beta Sigma Phi pancake breakfast in the Armory Sunday was served to some 2500 people, according to Marv Loo Haggren, chairman of the committee in charge.

The barbecue held at Fort [illegible] preceding the Sunday [illegible] ceremonies attended to more than 1400 visitors by 40 man mobile canteen of the county.

Eight hundred pounds of [illegible] pecued meat was served a with beans, cole slaw, ice cream milk coffee and frozen bread, the caterer line recorded.

More than 1000 people turned [illegible] Sunday evening at [illegible] Clatsop to see Indian dances performed by the Order of the Arrow, a Boy Scout organization from Portland.

Robert L. Hansen Seaside, chairman, said today that everything went magnificently [illegible]

[illegible] Tuesday [illegible] tivity centered in Seaside, with [illegible] ball game followed by formal dedication of the Lewis and Clark exhibit.

United States Sen. Richard L. Neuberger was main speaker at the cairn dedication Sen. Neuberger, who owns a beach home on Gearhart, has invited those to spend a two weeks vacation following completion of the sesquicentennial, and will be among thousands who accept invitations.

Americans of today can learn from the great Lewis and Clark party new values of the future" Sen Richard L. Neuberger declared this morning at the dedication of the salt cairn used in honor of explorers 150 years ago on the Oregon coast.

Neuberger, author of several books on the Lewis and Clark saga, remembered Lewis and President Jefferson had been bitterly attacked for sending the explorers and their party to try to find a route across the continent to the Pacific ocean.

"Political enemies of Jefferson [illegible] $2,500 used to finance the expedition was an a waste." Neuberger said. "They predicted

Sesqui Tour Series Set

The Lewis and Clark Sesquicentenn al committee is staging

visitors and local persons desiring to see the historical spots of the area.

The first tour each day starts at 9 a.m. from the parking lot at the Hotel John Jacob Astor Pa. from all they have been given two automobile ies and follow a short car in which a commentator is given out.

The first tour each day starts at 9 a.m. from the parking lot at the Hotel John Jacob Astor Pa. from all they have been given two automobile ies and follow a short car in which a commentator is given out.

This hing-your-own-car tour starts at Fort Clatsop, the log Warren home in Warrenton and Simpson Reef, Indian and Methodist Mission Salmon on Sun in area of Hammond Clatsop lake and Seaside. The journey stops at Gearhart for lunch. This tour is another charge except for the cost of the lunch.

From 10:30 a.m to 2:30 p.m daily there will be guided tours Astoria Trans t companies lease Astor hotel for a stop including Fort Astoria, the first post office west of the Rockies, first white men's cemetery, first frame house Tongue Point, Astor Column, Flavel house, Cathedral Rock, Fort Clatsop, Haddenman Peak and the Clatsop county museum.

Both these tours run daily, starting June 15 and ending Sept. 15.

All the arrangements of the Sesquicentennial are planning and supervision of the historical committee of the Community Development group and a chairs manned by Mrs Leonard Schalk.

The Astoria police department each day reserves the north side of Duane street between 14th and 15th from 9:30 a.m to 3 p. m. for the cars and buses making the tour, according to Mrs. Schalk.

Regatta Days Said Best On Record

Blue Regatta coats, white trousers and [illegible] [illegible] went back into the mothballs today as what many old timers have termed, "the greatest Regatta we have ever had," completed its 35th annual cruise.

However, work at Regatta headquarters merely intensified as officials began to clean up the financial figures and to continue planning for the annual Astoria Salmon Derby which starts September 5.

"This year was beyond a doubt the biggest Regatta we have ever had," M. Dunbar association [illegible] and the m[illegible]

Big Crowds

All events of the Regatta were jammed with huge [illegible] gons, teas receptions and [illegible] water festival were held for [illegible] Saturday, but weekend luncheon was so packed extra tables and chairs were needed to seat all of the guests.

The annual admiral's reception was held for a standing room only crowd. Many observers said it was the largest number ever to attend the reception. The Queen's Ball, held Saturday night, had a huge number [illegible] have had for several years, a Regatta spokesman said.

Financial Outlook

Report on the financial aspects of the celebration would not be ready for several days, Dunbar said. Native chinook[illegible] sales results were being tallied today. These and other tallies must be completed before a report can be made, he said.

Visiting Regatta dignitaries honored at a luncheon yesterday and today The Blue Water captained by Carl Shoemaker, headed for Portland today.

Major General William [illegible] Dean and his wife left by plane for San Francisco early today. Numerous Regatta and Astoria association president was on hand to thank the Deans for their Regatta appearances

Sesqui Sidelights

[illegible] Assume for Sunburn Lotion Today?

[illegible] the Regatta to the Sesquicentenn [illegible] [illegible] a blare of glory. Some of the hottest days of summer blessed the weekend Most "pairfaces" had red tinged faces and shoulders today after watching the long Sesqui-Regatta parade.

Shades of Davey Crockett! Seems the younger generation has really gone for the wild [illegible] dedication of Fort Clatsop Sunday was Tommy Thompson The [illegible] 1700 year-old Chinook Indian caught the eye of the [illegible] [illegible] autographs and he complied

Most thrilling moment at the dedication, according to more than one observer, was the flag raising with 15 stars and 15 stripes, made by the American Legion auxiliary, when first raised. It did not unfold as it went up the flagpole until a breeze stopped it over the trees and [illegible] suddenly over the crowd The breeze came just as Jack Peterson, who was singing the "Stars Spangled Banner" came to the final notes. It was a dramatic moment

The Sons of Norway have will stage a dinner meeting for Astoria Mayor Alan Pomeroy, a former Astorian and an active member of the Sons of Norway Lodge in Seattle Chris Anderson, head of the local lodge, said that Al Norblad would be master of ceremonies for the affair which is scheduled for Tuesday night at the Hotel John Jacob Astor

Clouds of dust which came from the dry earth inside the Fort were easy to stop according to Sesqui officials, but they couldn't do it because the only excess water supply they had was needed in reserve in case of fire. The dry dirt floors were very troublesome

Gillnet fishing during the weekend continued good along the grounds below Tongue Point in the Columbia river, but packers were expecting an increase sometime during the week.

Some deliveries up to 1800 pounds were reported this morning from Sunday night fishing and the averages were said to be close to 500 pounds

Packers and the steadiness of the catch this year has been encouraging and has exulted in a better year than any of the last three, but the run still has not lived up to what it used to be during the 1940's Most of the canneries were gone full [illegible]

Today's catch was expected to increase during the next few days before the season draws to a close on Friday at noon [illegible] Bonneville.

Fishermen were using bag mesh floating net gear almost exclusively in the lower river fishing areas

T catch this year looked especially good in comparison with last year which turned out to be the low point in the history of the August run catch [illegible]

One packer reminded that a good "slug" of fish hit the river on the night of August 22 last year and deliveries on the morning of the 23rd were the [illegible] for the season. Fishing lasted three days, but that formed almost the total of the season's production during 1954

Transport Strike Ends in Capital

WASHINGTON (UP) — Truckers and buses rolled out of [illegible] and solid streets as war schedules today provided a welcome convenience for workers and capital residents with public transportation for the first time in almost two months

STILL DIGGING

NEW YORK (UP) — Rescue workers [illegible] through mountains of sludge and debris today in a search for still missing victims of one of the nation's worst floods which has claimed at least 200 and perhaps 300 lives.

Big Crowd Turns Out for Whiskerino Judging

Sat. Sept. Herm, Reporter Aug 27. 1955

Upper photo shows the crowd at Seaside Turnaround Saturday for the judging in the Sesquicentennial whisker-growing contest. Lower photo, one of the outstanding whiskercrops was exhibited by Loren Pierre Seaside, who supplemented it with appropriate 1806-style costume (A-B Photos)

Contests Bring Close To Week-Long Sesqui

The week-long Lewis and Clark Sesquicentennial came to a highly successful conclusion during the weekend with Ralph Williams, 302 Jerome, winning the Sesqui barrel race and Tony Marinovich, another Astorian, copping the grand prize at Seaside for displaying the best beard.

But there was no letdown in excitement in the Lower Columbia with the Astoria-Warrenton and Chinook-Seaside derbies taking up where the Sesqui left off.

Events Numerous

Other events during the weekend were a mammoth square dance jamboree at the Armory in which steppers from throughout the northwest formed as many as 40 squares at one time, a costume judging contest at Seaside and an Astorians picnic on Clatsop museum lawn and a dog show at the Armory.

The parts on a race sponsored by the Scandinavian Benevolent society, crossed the finish line at the Astoria-Megler ferry range just 3 hours 51 minutes and 12 seconds after it was turned loose at Buoy 42.

Within 2 Seconds

Williams guessed just two seconds short of the actual time to win the $500 purse in the contest.

Other winners were Donna M Swigart Box 214 Cannon Beach, 3 hours 57 minutes and 16 seconds; Bernice Arrington 288 Alameda avenue, three hours, 56 minutes and 39 seconds; Arthur Swaine Box 1209 Warrenton 3 hours 56 minutes and 3 seconds; R A Hennigsen Portland 3 hours, 58 minutes, and 4 seconds, and Marguerite Maiden, 405 E Interim, 3 hours 55 minutes and 50 seconds.

Arthur Juliash chairman of the race said that many of the tickets entered in the contest were close, but had to be disqualified because the entrants had failed to fill in the dates in the space provided.

Judges Listed

Judges of the race were C per- Leding chief of police, Paul Kearney county sheriff, and E. L. Paldanius, manager of the Astoria branch of the First National bank of Portland.

Timers and transit watchers who kept the vigil on the ferry range to determine when the barrel crossed the range were Julian Roy Dunne and Allan Soderstrom.

Barren tenders were Trygve Dunne and Ole Berge in the yacht Terry Lee.

2 Win Second

The Turnaround at Seaside was jammed with beard-skeered Clatsop county residents and entrants in the Sesqui Indian contest which came off simultaneously Saturday afternoon.

Marinovich, first grand prize winner was followed by John Wise, Astoria, second and William Hutchinson, Astoria, third.

Other winners in the beard contest were:

Earl Grimm Seaside best novelty beard, Bill Metcalf Seaside goober prize Jim Riggs Seaside Clatsop County Mascot's mystery prize T Burden, Astoria longest black beard Al Bateman Astoria longest red beard John Wise Astoria longest brown beard J Joe Grimm Astoria longest white beard, Del Thompson, Astoria, longest grey beard, Judd Turner, Seaside thinnest black beard, Ralph D. Long, Astoria, thinnest red beard, Harold Johnson, Seaside, thinnest brown beard; John Gutiata, Astoria, thinnest white beard; W Lundstrom, Seaside, thinnest grey beard

Many Win Prizes

Marinovich, thickest black beard Ray Maher, Seaside, thickest red beard; Arthur Tufts, Astoria, thickest brown beard, T T Coffey, Astoria, thickest white beard; H Lawler, Astoria, thickest grey beard, Ralph Williams, best trimmed black beard Ned Thrindake best trimmed red beard, William Hutchinson, best trimmed brown beard, Ray Jennings, Astoria, best trimmed white beard, and Gilham Dear, Seaside, best trimmed grey beard

James Robison acted as master of ceremonies and mayor Lester U Raw of Seaside gave the address of welcome Robert L Hansen chairman of the Sesqui also addressed the crowd that packed the Turnaround area.

Costume Judging

Judges for the contest were Lancaster Lewis William Clarke, both descendants of the two captains of the 1805-6 expedition and Lydia Large, direct descendant of Sacajawea.

Winners of the costume judging contest were:

Boys under 12: M ke McDonald best headdress Ronnie Bud ele best headwork and Danny Riddle best all around costume

Boys over 12 Fred Jenson best headdress, Kenneth Johnson most authentic.

Girls under 12: Angela Allonge best accessories, Georgiana Thompson, best headdress Jane Jefferies, most authentic, Marie Sauer most colorful headdress Jane Mackie, best all around costume and Patti Watson best moccasins

Women over 12 Helen McCallister best headwork Delta Ottaldorne, most authentic, Barbara Monson best accessories.

An extra prize for the best prize for a small girl went to Kathleen Tiedken

Reign Nears End

Seattle [illegible] reign are Miss Sacajawea (Connie Wolter) [illegible] and her court. At left is Arlene Behan[illegible], at right, Donna Tallcord.

Supply Ship To 'Blow Up' Friday

Inspecting the progress of the converting of a LCVP into a frigate are, left to right, Jerry W. Sullivan and William J. Leahy, committee members, and Lt. Comdr. James J. Heron, executive officer at Tongue Point naval station. Harry Swanson, not pictured, is also a member of the committee. Sullivan is a general program chairman for the Sesquicentennial celebration. (A-B Photo)

A big Friday feature of the Lewis and Clark Sesqui-centennial celebration in C[illegible] is the blow up of [illegible] quin replica of the Astor ex[illegible] supply ship, which will be blown to bits in the center of Young's Bay at 7:30 p.m.

The "blowing up" of the Tonquin will include an elaborate fireworks display preceding the explosion. The public has been invited [illegible] of the Young [illegible] on the [illegible] Astoria during the eve[illegible]

The Tonquin replica was reconstructed by Lt. James J. Heron, executive officer of naval station [illegible] tion and the enlisted men at Tongue Point

Concomley Skull May Move Again

[illegible] Concomley's [illegible] rests soon if the Chinook tribal council will authorize it.

The Smithsonian Institution in Washington, D.C. wants to have the skull for scientific study and has asked Otis Owens, vice chairman of the Lewis and Clark Sesquicentennial, for the loan of the skull now held in the Clatsop County Historical museum.

Owens said that the request will be referred both to the Chinook tribal council and to the Clatsop Historical society before any action is taken.

Was Famous Chief

Concomley was chief of the Chinooks at the time of the Captain Robert Gray expedition in 1792, the Lewis and Clark expedition in 1805 and the founding of Astoria six years later.

He befriended the white men of both the Lewis and Clark and Astor parties contributing to the success of both ventures and thereby to the ultimate establishment of U.S. sovereignty over the Oregon country, it has been claimed.

Concomley died in 1830 and [illegible] powers and [illegible] which no Indian has ever possessed in the districts of the Columbia river below the first rapids 150 miles from the sea.

Gardner also commented that when the phrenologists see this frontal development, what will they say?" He undoubtedly referred to the custom of flattening the forehead, a [illegible] which prevailed among the northwest coastal Indians.

Survived Bombing

Concomley's skull arrived in England and was deposited in the royal naval museum at the Haslar naval hospital, Gosport.

There it remained from 1830 to 1932, surviving a bombing by Adolf Hitler's Luftwaffe in World War II which damaged parts of the hospital.

After the war Burney Bell of the Clatsop Historical society opened correspondence with the curators of the Haslar museum, resulting in the return of the skull in 1952. It has now

Gardner State Skull

Dr. Moved to Gardner. B[illegible] an naturalist and physician employed by Hudson Bay company [illegible] the skull from [illegible] place in 1835 and shipped [illegible] to England.

Gardner mentioned one [illegible] eyed Concomley's "cunning or [illegible]

Historical museum, with the consent of the Chinook tribal council representing descendants of the great chieftain [illegible]

Museum Plaque Dedicated

Otto Owen of the Historical society gives a Sesqui medallion to Louis Sovey at the museum plaque dedication which featured the Pioneer picnic Sunday, closing event of the Sesqui. Sovey donated the plaque as a Flavel memorial. (Ned Thorndike Photo)

Sunday Aug 28-1955-
Pioneer Picnic held at Clatsop Co. Museum

For Posterity Sept 1st 1955

R. I. Hansen (right), chairman of the Lewis and Clark sesquicentennial, turned over the official sesquicentennial flag to Otto Owen president of the Clatsop county historical society this week. The flag will be on display in the museum here. (A B Photo)

Another Fine Festival

with finances always a serious problem. The job was done well.

The Sesqui celebration gave the Clatsop communities a rare opportunity to capitalize upon their historic past and they made the most of it. The tremendous public interest in our history gained wide publicity for the Sesquicentennial and for Clatsop county throughout western America. We will benefit from this in future years.

We gained a new, permanent asset from the Sesqui celebration in the improvement of the Fort Clatsop site and construction there of a fine replica of the original structure built by the Lewis and Clark explorers.

From being a community disgrace for many years, the fort site has become an extremely valuable attraction to visitors, thanks to the efforts of many agencies who contributed to the project, notably the Junior Chamber of Commerce and Crown-Zellerbach corporation.

Acquisition of this fine asset provides a new problem.

We

item of public property like this one.

Efforts are under way to have the fort site made a national monument, which presumably would provide federal care. But in the interim immediate steps must be taken within the community to protect this shrine. A watchman seems essential.

We don't

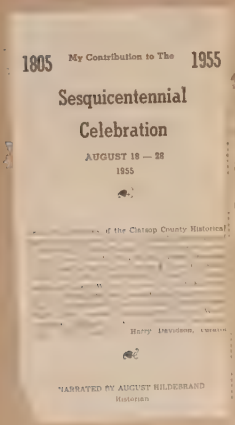
the wealth

But it was

cent years. The weather was a tremendous factor in making our celebrations successful. Let us hope it prevails through the Salmon Derby period as well. If that isn't too much to ask from bountiful nature.

So farewell to a fine Sesquicentennial and thanks again to those who promoted it so well on behalf of the community. We can now look forward to another big event of like nature only six years away —the John Jacob Astor exposition sesquicentennial in 1961. It's not to early now to start making plans for another celebration.

Budget f. Aug-29-1955



4 Evening Astorian-Budget, Astoria, Oregon, Saturday, December 24, 1955

Evening Astorian-Budget

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Clatsop's First Yule

This Christmas period, which finds citizens of the Sunset Empire in prosperous

not be allowed to pass without recalling their observance of a cold and rainy Christmas day in 1805.

If we should become too obsessed with the importance of dinner and of receiving presents, the recollection of that first Sunset Empire Christmas can do much to remind us that Christmas is primarily a

the season of peace on earth and good will toward men, and the material trappings of Christmas 1955 are totally unnecessary to make a successful Christmas celebration.

Certainly material trappings were absent on the hills of Indian in the days of Lewis and Clark when Christmas first came to the earth. Certainly they were absent on the ramshackle banks of [illegible] grew up in the days of President Thomas Jefferson when a band of soldiers far from their homes observed the Pacific

st's first recorded Christmas.

No one can tell that due observance was given to "this day the nativity of [illegible]" and that the lack of goods and even of adequate food did not prevent a suitable celebration. Here is Capt. Clark's record:

"At day l[illegible] this morning we were awoke by the discharge of the fire arms of all our party & a Salute. Shouts and a Song which the whole party joined under our windows, after which they retired to their rooms, were chearfull all the morning. After breckfast we divided our Tobacco which amounted to 12 carrots one half of which we gave to the men of the party who used tobacco, and to those who doe not use it we make a present of [illegible] of The Indians leave us in the evening all the party Sing & feast in their huts. I recvd a present of Capt. L. of a fleece hd. ore Shirt, Draws and Socks, a pr. Mockesons of Whitebear, a Small Indian basket of Gutherich, two Dozen white wear le tails of the Indian woman and some black root of the Indians before their departure. The day proved Showerey wet and disagreeable.

"We would have spent this day the nativity of Christ in feasting, had we any thing either to raise our Spirits or even gratify our appetites, our diner consisted of pore Elk, so much Spoiled that we eate it thro' meare necessity, [illegible] we [illegible] would ever see home again they were in a harsh and disagreeable country surrounded by savage Indians whom they did not trust, and were on starvation rations. Their personal property was pretty much limited to what they could carry on their own backs.

Nevertheless they celebrated Christmas in proper style and even exchanged gifts out of the paltry stores that remained to them.

"This day the nativity of Christ" meant perhaps more to those distant wanderers than to us today, for it was a reminder of home and of the best things that home meant to them, and so they 'were cheerful all the morning."

It Made a Hit Budget 12-7-1955

about the Sesquicentennial from people who visited the community while it was going on.

Evidently the event made a great impression on people.

Not only have we heard comment from visitors, but we have received requests for information from people scattered all over the United States, who have heard about the Sesqui, are interested in histor-

Wagon Train Moves West,

ST. MARY'S, Kan.—(Special)—"It isn't mule gas we need," exclaimed Val Johnson here Sunday.

"It's enough muscle to hold onto the wagon brakes. The mules are frisky and it takes all my strength to hold 'em back."

Miss Johnson, 23, an insurance claims adjustor from Portland, said "mule gas" was her name for a horse whip.

She is one of seven women [illegible] Oregon Wagon Train [illegible] following the Old Oregon Trail [illegible] men and three children com-

[illegible] day journey the trail-riders found "rest" almost impossible.

"We've been surrounded by [illegible]

"We're ahead of schedule," [illegible] expect to be [illegible] Neb., by the e[illegible]

[illegible] though they [illegible] weather - cold

from waving at the folks that line the highways," he said. The response to the overland [illegible] was "sensational—bigger than we ever hoped."

The animals (8 work horses, 4 saddle horses, and 10 mules) were described as in "tip-top shape."

Serpa declared the animals were getting "tougher and tougher and better and better every day. They're well fed."

Mrs. Pam Carmine, Roseburg, said they wore their "costumes" when they had to, but often wore blue jeans instead.

Retired Bishop Preaches at Hospital

Border Stockade Nears Completion

Diplomat Gets Sesqui Medallion

Astoria, Oregon, Wednesday, June 29, 1955

Members of the Astoria Chamber of Commerce and Lions club examine the Lewis and Clark Sesquicentennial medallion which was presented Tuesday evening to Arturi Leidmen, consul general of Finland to the United States and permanent observer for Finland at the U.N. Leidmen addressed the group Tuesday evening at a dinner reception in the Astor hotel. Shown above left to right, are William Seaborg, C. A. Heikkila (Portland attorney and Finnish consul for Oregon), A. W. Norblad, Mayor Peter Counvich, Robert Lovell, Dr. Orval Eaton and Leidmen. (A B Photo)

Mules Frisky and Getting Tougher

She remarked about the en-[illegible] themselves of people who visited their wagon camps and stood along the roadways as the train went by.

"They're all nice people and [illegible] interested."

Mrs. Johnson explained that [illegible] lacked" the train Saturday [illegible] mules [illegible] six of the women divide up the night but the wagons carried cooking chores with a pair quickly and drove off the attackers with shotgun and rifle [illegible] fire, she said.

As amateur muleskinners, the women have had their chance to drive the [illegible] Pottowatami Indians "at [illegible] in Monday with 1,320

With 100 miles behind them, the wagon train will proceed [illegible]

Barrel Pool to Be Annual Event

The barrel pool is going to become an annual event.

Budget Aug 29-1955

Jacob Brallier One Who Remembered Chief Cobaway

By ESTHER ABBEY MOORE
A-B Correspondent

Jacob Brallier who died two years ago was one of the few people who remembered Cobaway, daughter of Chief Comcomly to whom Fort Clatsop was given when Lewis and Clark left here in March 1806.

This is the story of Brallier's life as he told it to me two years ago.

Jacob Brallier was born in Astoria on October 15, 1862, a year before Civil war broke out, in the old Columbia hotel near the present site of the Astorian-Budget building.

Jacob's father, Henry Brallier was born February 21, 1830 at Johnstown, Penn. which was later to be the scene of the disastrous flood.

He came west by ship from New York leaving there in November 1849, thence across the Isthmus of Panama, then by boat to San Francisco arriving there on the birth date February 21, 1850 at the age of twenty.

Worked in Mines

He worked in mines at Shaw's Flat, Trinity River, [illegible] and McKelamy [illegible] came to Jacksonville in The Dalles [illegible] he Fraser River in [illegible] however, the mines [illegible] seemed always out of reach so he returned to California then went back to Kentucky where he bought several blooded horses which he shipped around the Horn and accompanied them by boat. He arrived in San Francisco there was only one horse left.

He then decided to come to Oregon, meeting his future wife Elizabeth Coleman Layne, an English girl on board the ship. She hailed from Massachusetts.

Elizabeth's father had started from the east coast on the ship Yankee Blade, for the Oregon country. The ship was wrecked somewhere on the Atlantic but Coleman was saved and came on West. He was a ship rigger by trade. He had left his daughter and two sons to follow him. Elizabeth married a man named Lane whom she divorced in California.

Move to Tillamook

Meantime Coleman and his two sons had moved to Tillamook which was still wild country at that time 1858.

Elizabeth was enroute to join her family when she met Henry Brallier aboard ship. They were married at the home of William Huzzy at McMinnville in 1861.

Henry and Elizabeth then went to Tillamook over the old Alvin trail. The trail later became a toll road and still later the Wilson River highway.

From Tillamook they moved to Astoria. There were 4 persons born to the couple, Jacob Frank and John who is still living and who was born on the homestead.

Henry and Elizabeth had taken up this homestead which was located on the west side of the Lewis and Clark River near where it empties into Young's Bay and included land that is now the Astoria Airport.

Henry was a carpenter and every week day he rowed in a skiff from his home on Lewis Young Bay and landed at the foot of Duane street, then walked the old Fairfield trail over the hill, about where this street is now, to his work in Astoria where he worked later buried for $2.50 a day. Then he walked back over the hill, rowed across the bay to his homestead in the evening.

Neighbors Far Off

The nearest neighbors to the Braliners were three miles away by boat and here the young wife with her two babies and another coming spent her days back in the early sixties.

When Henry built his house on the homestead he split the lumber by hand from the pine tree that had floated ashore from upriver.

The boys received their schooling in Astoria where the family moved every winter for this purpose.

Jacob said the teachers taught all three classes classed as A, B and C. It was necessary to get a grade of 80 to pass His last teacher was a Miss Allen.

Rev. Hyland, who taught church school. The young people taught mornings and his wife in the afternoon. Jacob said she was very strict and made them get their lessons and thought it was about 1870 when he first attended school in Astoria.

Each spring the family moved back to the homestead on the Lewis and Clark. The house Henry built had a living room, kitchen and two bedrooms with a large hall the full length of the house.

Neighbors lived from two to three miles away. The nearest to the Braliners was the Wade at Hampton Smith place which was in the site of Fort Clatsop and was a land donation taken [illegible]

The next neighbors up river were two bachelors, Albert Elmore and Jack Oliver. Oliver was chief of police in Astoria [illegible] long after he left his homestead.

Bastaiders Listed

On the east side of the Lewis and Clark Elijah Jeffers father lived on the hills back of what is now Jeffers Gardens creek.

Next to him upstream lived a family named Douglas. Many old Astoria families who took up claims were Rogers, Heckard, DeWitt, Bellings at the head of tide water and Logans for whom the old Logan school was named.

Others were Dan Ingalls, whose son Clem has long been at the county court house, Anderson and Stafford whose son has a lumber yard in Seaside.

Jacob's mother died in August, 1877 and is buried in the Pioneer cemetery on Clatsop Plains.

After her death Henry sold the homestead and took his three boys back to his birthplace in Pennsylvania to visit.

Jacob was 16 years old. After the return from Pennsylvania the family moved to Astoria in the fall of 1878. Jacob again attended school and worked after school and Saturdays, knitting nets for the Astoria Packing company and also worked around the old Farmer's dock, later called the O. R. & N. docks.

The ships would come down river from Portland towing barges since the channel wasn't deep enough for them to carry a full load from Portland. These barges of wheat were then unloaded in Astoria warehouses then loaded on outgoing ships.

Once Dock Tender

One of young Jacob's jobs was tending hook for a man named Kimball who had a trucking business. A horse was used to haul the wheat on the truck up into the warehouse off the barge and Jacob's job was to keep the horse's head was attached to the truck. He had to unhook the truck, then run down the gang plank and hook on another truck.

Another job was working in the local canneries where he took care of the tent bottles which were used to see if there was a leak in a can of fish.

In 1880 Jacob's father moved to Skipanon finished in Warrenton now) and Jacob got a job on a farm at the old Morrison place at the mouth of Young's. This included board, room and washing. They slept there at night and morning besides the other farm work.

Also in the year 1880 Jacob's father, Henry, married Charlotte Dodge who was one of the daughters of Solomon Smith and his Indian princess wife, Celiast.

Charlotte had been married twice First to Chinnook Ingalls They had one son, Hank, and after she married Charles Dodge by whom she had two sons, James and Alpheus.

She then married Jacob's father by whom she had two sons, Fred and Jacob. Fred later married Mabel Wheatley and they had two daughters.

Jacob told me he knew both Solomon and Celiast and that Celiast lived with his father and stepmother Charlotte, for about five months at the death of Solomon Smith.

At first the Braliners lived on the old Smith place on the west side of Smith's lake then later they built a house on by the east side where after Fred Brallier lived later buried for $2.50 a day. Then he walked back over the hill, rowed across the bay to his homestead in the evening.

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[illegible] Wade [illegible] Smith's Lake, then turned directly west for about fifty feet, then south and flowed through Neacoxie Lake at Sunset Beach and on down to what is now Gearhart where it emptied into the Neawanna Creek close to the ocean. This route was the one used by the Indians at that time as their highway from Seaside to the Columbia River. Jacob had trap lines along the creek.

Later he said when farmers realized how much good land the creek took they dug a big ditch and made an outlet from the Cullaby Lake into the ocean River. This drained off much of the land where the Neacoxie had been and Jacob said the grass grew almost as tall as he was the first year he rich. He told of a large orchard the Morrisons planted near the site of the Morrison school, where bears would come to get apples. At one time they set a trap and caught a huge brown bear which was the only one ever seen there.

Lighthouse Built

One time when he was in Seaside there had been a shipwreck. It was while the lighthouse was under construction on Tillamook Rock January 3, 1881. He said the men working on the rock could hear the officers crying out instructions to the men. There was a bad storm blowing and the ship went down on the night. Every man on board was drowned. Within a short time 18 bodies came ashore in the trap half way around Tillamook head. The men walked around the head, found and buried the bodies. These men were James Ayers, William Everman, Horace Scovel and Jacob Brallier. They said they wrapped the bodies in sails that had come ashore, dug a huge common grave as far away from the ocean as they could and buried them there. They checked with Lloyds of London to find out what ship it was. Brallier said as far as he knew there were never any personal messages about the men. An organization in Seaside placed a plaque near the graves. It would have been impossible to dig a vault and brought the bodies to Seaside at that time. The ship was the British bark Cuppola.

Another job Brallier did in the early days was working in a boat building shop for Joe Leathers in Astoria and also for the Hall Brothers who made salmon canes.

He said the first time he went to Seaside was in 1872 when the Hall boys took a mouth opened Later it was called the Washington Street.

His father had worked on the hotel. It was built on the Capt. Hoskins' land claim and he b

Reconstructed Fort Clatsop To Be Dedicated Sunday

THE HORSE, above, whose name is "Red" and Skidder Bill Pringle are moving one of the selected Fort Clatsop logs out of the woods. The horse was used to prevent scarring selected logs and to prevent damage [illegible]

THE LOGS HAD to be measured to exact size for bucking as shown in the above photo

THE LOGS ARE Wolmanized in this retort wich is 90 feet long. The process alternates vacuum and pressure

PEELING ONE [illegible] from Ocean Park tree farm.

THIS VIEW AT Wauna mill shows a millworker running the logs into the wolmanizer with a special donkey and tram car setup.

THERE WERE two principals in the reconstruction of Fort Clatsop. At right is Wesley Shaner, Jaycee chairman of the whole reconstruction procedure, and Olavi Hietaharju who was construction foreman because he had had experience in log cabin building in Finland.

By WARREN GROSHONG
A-B City Editor

Solomon Smith Built Missions

LEWIS and CLARK SESQUICENTENNIAL FEATURE 1905 1955

Marriage of Oregon's First Teacher to Indian Princess Enriched Territory

By ETHEL ABBEY MOORE

FINE CHARACTER of Solomon H. Smith and wife, Clatsop Indian Princess Celeast, is mirrored in this rare photograph. Smith, Oregon's first teacher, with his remarkable priseress are outstanding among sincerer persons who contributed bravely to moral, cultural foundation of Oregon Territory. Couple not only backed education trails throughout their useful life [illegible] but took prominent part in missionary work among Indians pioneers. Celeast's two sisters also married, aided outstanding white men in their careers.

Several people still live in Clatsop county who knew a woman who was [illegible] Clark. She was the Indian princess Celeast born in 1800 or 1801, daughter of Chief Coboway of the Clatsop tribe and wife of Solomon Howard Smith, first school teacher in Oregon. This is their story.

Solomon H. Smith was born in Lebanon N. H. December 26, 1809 son of a surgeon in the war of 1812. He received a good education, who was a relative of Horace Greeley, was a soldier in the Black Hawk war.

SOON AFTER the death of Solomon [illegible] father in 1831 the widow moved to Norwich Vt., and here Solomon attended the military academy of Col. Partridge. He later studied medicine but halted as a student to go to Boston to join a crew of fishermen who were going to the Northwest to fish for cod. Each member was to share in the catch. Their catch was piled on their return to an English market ran the fishing schooner down, cutting it in half and sinking it. All crew [illegible] were rescued by the pilot [illegible] bankrupt. Had the enterprise turned out differently the story of Solomon and Celeast probably would not have been written.

Nathaniel J. Wyeth of Boston had become interested in the Oregon country and organized an overland expedition to Oregon in 1831. He [illegible] sent a ship with supplies around the Horn, but [illegible] was wrecked at the Society [illegible].

WITH A PARTY of down easterners Wyeth started overland to establish a [illegible] to be connected with the fur trade on the Columbia [illegible]. With him went two men who were to become the first schoolteachers. They were John Ball who [illegible] at Vancouver and Smith, first teacher in the Oregon country. This was the same year that Capt. Bonneville set out for the West.

Wyeth's men had practically no experience in handling a rifle and most had never seen Indians nor had knowledge of woodcraft. Capt. William Sublette a renowned Westerner, found them at Independence, Mo. and took them on tow.

The party took part in a battle with the Blackfeet Indians at Pierre's Hole a valley bordered on one side by the Grand Tetons. Both Capt. Sublette and another leader [illegible] were wounded seriously but the battle ended with the Indians fading away in the mist.

SOME OF WYETH'S men had had enough of Western travel after this affray and returned East with Capt. Sublette. Among the 31 who continued on with Wyeth were Smith and Ball, trekking southwestward with Milton Sublette a brother of the captain.

The route was extremely rugged and part of the time the men subsisted on rose hips. In desperation Wyeth divided his men into two groups and put Smith in [illegible] command of one. They came [illegible] hot lates and reached Vancouver on October 24, 1832.

In 1826, John McLoughlin had arrived to take charge of the Hudson's Bay company [illegible] erected the [illegible] and [illegible] offered them his great hospitality. However Wyeth's dream of a salmon packi[illegible] and fur trade [illegible] with discouragement because it did not fit in with the company policy.

McLoughlin hired Ball to teach the halfbreed and Indian children at the fort. He taught a few [illegible] then went to French Prairie near Champoeg and [illegible] and started a mill. He soon returned to the East Coast.

After [illegible] Vancouver McLoughlin hired Smith to [illegible] which he did for about two years there, perhaps as [illegible] where he first met Celeast, one of three daughters of Chief Coboway and his wife who was a Tillamook Indian princess.

CELEAST in later years was to tell her stepson [illegible] about the coming of Lewis and Clark. When the party left Fort Clatsop they gave it to their friend, Chief Coboway. Celeast made her home here until she married a Frenchman [illegible] Pierre, who was a baker for the Hudson's Bay company.

McLoughlin discovered that Pierre was already married to a woman in Canada after the couple h[illegible] three children He advised Celeast to leave Pierre and make her home with her sister, Mrs. Joseph Gervais, on French Prairie Gervais was one of Astor's men. The Indian princess took his advice. Later married Smith by marriage contract, as was the custom where there were no ministers nor law [illegible] perform the ceremony John McLoughlin and his wife [illegible] was the bride of Alexander McKay, were also married by such contract. After the [illegible] came, Clemmons and Solomon [illegible] formally [illegible] James and Lee The McLoughlins and many others were also married formally about this time.

[illegible] Smiths' first home was at Tanny Point, now [illegible] first school he [illegible] and Mrs. Gervais [illegible] Prairie and [illegible] date of the mission school of Jason Lee by two years.

IN 1838 the couple moved to the mouth of Chehalem creek [illegible] with the [illegible] E. Smith built and operated a good mill [illegible] After [illegible] Vancouver McLoughlin hired Smith to establish which he did for about two years there, perhaps as

FORT CLATSOP, established near Astoria by Lewis and Clark expedition, is being restored by Astoria Junior Chamber of Commerce and Clatsop County Historical society. This sketch by Rolf Klep, well-known New York artist and former Astoria resident is replica of original fort constructed in 1805.

Lewis and Clark's Fort

It's been 150 years since Fort Clatsop was established by Lewis and Clark's expedition. Now it may be built again.

By COL. FREDERICK C. DAHLQUIST

"There is more wet weather on this coast than I ever knew in any other place; during the month we have had about three fair days, and there is no prospect for a change."

So wrote Patrick Gass, a member of the Lewis and Clark expedition in his diary for December 8, 1805.

PATRICK GASS was probably drenched when he penned his observation of weather conditions at the mouth of the Columbia river. The expedition only the day before had selected its winter camp site and had just begun cutting spruce and fir trees to build a shelter. They called it Fort Clatsop.

Lewis and Clark had chosen the camp site upon the advice of Indians who claimed that the ... was warmer, elk and ... deer on the south ... bank of the Columbia river than on the north shore, where the expedition had made its original temporary camp after reaching the coast.

The fort constructed of split fir and spruce, was about 50 feet square with an open compound in the center. Sides were divided into separate rooms, some with fireplaces which had chimneys made of mud and sticks.

INCENTIVE of these ... soaked men to get dry ... and their ... gy prodigious, because by the end of December, 1805, it was reported about three weeks ... fort was [illegible] complete.

According to the official Lewis and Clark diary, Fort Clatsop was established on the west bank of the Netul river about three miles from the Columbia. The Clatsop Indians ... name for the river ... the red horn and today it is known as the Lewis and Clark river.

The site of old Fort Clatsop is only a half mile off ... highway 101 between Astoria and Seaside, a few miles ... Warrenton. Hammond ... Site.

During the period between December 7, 1805, and March 23, 1806 when the expedition departed Fort Clatsop to begin its long return journey to ward its members not only built the fort, but also explored the country and rivers of the ... made friends with the Ind... and built a salt cairn at what is today Seaside, Or.

FORTY-FIVE YEARS later the United States government, recognized the importance of the area at the mouth of the Columbia signed a treaty with the Clatsop Indians and ... chased land on the south ... Land ceded by the Clatsop tribe extended from the mouth of the Columbia to the vicinity ... mile [illegible] mountain in the ... ...ge [illegible] southerly to the source of the Lewis and Clark river, and along the west bank of this stream to Youngs ...

Executive order dated February 26 1852 reserved the area immediately west of the present town of Astoria for military purposes, but it was not until the Civil War July, 1865, that the government began construction of fortifications.

Glendale Calif News-Press

Bypaths of History

By GUY ALLISON

What happened to the Indian ... girl Sacajawea, after she had ... piloted the Lewis and Clark Ex... pedition on an overland trip to ... the mouth of the Columbia River?

Among the most dramatic stories in American history is that of the Lewis and Clark Expedition in 1804-06. That famous exploring ... Wrapped in a bundle ... aged and decrepit form ... had acted as pathfinder ... Lewis and Clark ... years before. The ... lovingly erected ... Captain's house where ... woman might receive ... Mary were still attending ... passes of the Rocky ... and around for Lewis and Clark ... the horses needed for the trip ... assistance of their supplies. Most ... ple know nothing else about ... his Indian girl, yet she appears ... a later history.

Returning after the great trip ... Mandan, N.D., ... were ... to St Louis ... Indian woman. An ... Clark. There ... feet ... lenglit records her name and age. ... As we stood ... there, we thought ... of that far off time when that ... unknown Indian girl, with her ... papoose strapped to her back, ... rapidly led westward over ... under those ... ...

Bypaths of History

By GUY ALLISON

How nearly did George Wash... ington come the opportunity ... being called the "Father of Our ... Country"?

Late ... when we traced the historical East ... one of our ... ancestors was ... among the old ... Braddock ... Trail ... in western Penn... sylvania. ... George ... ington ... ...gained the ... pious Gen. Brad... dock, to his ... feet on 1755. The ... ferocity ... ...ness ... ...

By GUY ALLISON

...ten days after ... ...as a base camp near ... Mt. ...

Under date of July ... Washington ...

Honored Madam: As I ... ...and not but what you have heard both ... our defeat, and it places ... ...ing reputation of a brave ... than it deserves. I have ... ...this earliest ... ...some account of the engage... ...rest of hopes and wishes ... ...rules of the French ... ...ington" on Wednesday, the 9th inst.

We marched on to that place ... ...having only two, and then ... ...struggle to get up to the French ... ...were attacked by a body ... ...French and Indians ...

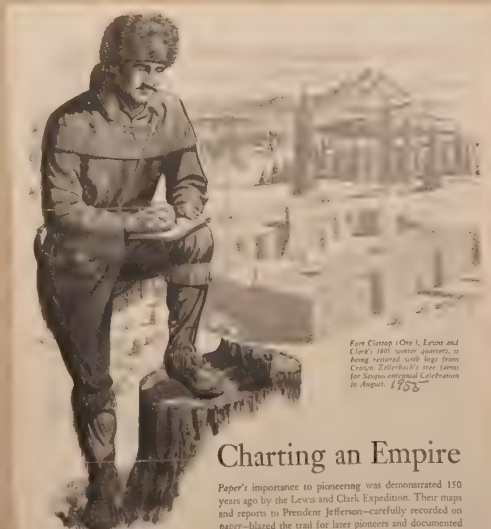
Astorian Evening Budget

Astoria, Oregon, July 12, 1955

Lewis and Clark Would Have Approved This Flag

Shown with the flag they sewed entirely by hand to be flown over Fort Clatsop are the following members of the American Legion auxiliary, with Ottie Owen, president of the Clatsop County Historical society, custodian of the flag from left: Mrs. Carl Monson, Mrs. Walter Johnson, Mrs. Neil Lumbertson, Owen, Mrs. Armand Fallreur, Mrs. Clara Meyer and Mrs. Chester St. Love.

A B Photo



Fort Clatsop (Ore.), Lewis and Clark's 1805 winter quarters, is being restored with logs from Crown Zellerbach tree farms for Sesquicentennial Celebration in August. 1955

Charting an Empire

Paper's importance to pioneering was demonstrated 150 years ago by the Lewis and Clark Expedition. Their maps and reports to President Jefferson—carefully recorded on *paper*—blazed the trail for later pioneers and documented the United States claim to our Northwest empire.

Today's pioneers also depend on *paper*—for it is essential to charting new trails in science and education, in industry and government. Crown Zellerbach is managing forests discovered by Lewis and Clark to assure modern pioneers a perpetual supply of *paper* for every use.

San Francisco 19

CROWN ZELLERBACH

PAPER AND PAPER PRODUCTS SINCE 1870

LONGVIEW DAILY NEWS
* Home and Garden Features *
Comics * Television Guide

WEEKEND SECTION

LONGVIEW, WASHINGTON SATURDAY JULY 2 1955

Sacajawea, Slender Indian Woman, Led Lewis And Clark Across Rugged Rockies

WINTER QUARTERS OF LEWIS and CLARK EXPEDITION

This is a drawing of Fort Clatsop, the Lewis and Clark winter camp near Seaside, as it appear when restored. It housed the 31 members of the historic expedition from December, 1805 to March, 1806, while they awaited improved weather for the start of their return trip to report their findings during the exploration of the Pacific Northwest

By GAY ALLISON

Sacajawea, a slender Indian woman accompanying her husband, a trapper and other members of my tribe on a journey to the Pacific coast and their annual trip to the buffalo country in the upper sources of the Missouri River, in western Montana, had been captured by the Minnetaree Indians and sold into slavery to the Mandan Indians of far-off North Dakota. There she had lived for two years, tending the corn fields and doing the heavy drudgery which fell upon the women at that time

Son Born In 1805

old girl, that Lewis and Clark were able to find their way over the Continental Divide and make the dugout canoes on the Columbia River.

Sacajawea, while accompanying her husband on his annual trip to the buffalo country in the upper sources of the Missouri River, in western Montana, had been captured by the Minnetaree Indians and sold into slavery to the Mandan Indians of far-off North Dakota. There she had lived for two years, tending the corn fields and doing the heavy drudgery which fell upon the women at that time

During the previous autumn, the baby girl, their Mandan camp on young Indian mother was now in the explorers, Lewis and Clark, had April 17, 1806. Their means of arrived in the area and established their familiar territory—the very terrain winter camp near the present location and two future principals in the drama of the Pacific Northwest were Sacajawea, a Shoshone Indian girl who had been captured and carried away by a roving band of Minnetaree Indians, and Toussaint Charbonneau, a French-Canadian trapper who had purchased the girl and married her during the previous winter.

Sacajawea was about 16 years old when she joined the Lewis and Clark party. She was born in the Rocky Mountains until the following spring. They decided to build their winter quarters near where the Lemhi River joins the middle of the north and south forks of the Salmon River in Idaho. It was there that Lewis and Clark met the aged Indian chief, Cameahwait, the father of the girl, that Lewis and Clark met the aged Indian chief, Cameahwait, the father of the girl, Sacajawea, and his tribe, the Shoshones, or Snakes, as they were commonly called by the white men.

Travel Up Missouri

Slowly the intrepid party worked its way upstream toward the Lemhi Pass in the Rocky Mountains in Idaho. It was slowly up the small but swift and icy stream, and then on foot through the snow-filled passes of the Lemhi Mountains. Here, at last, they were within the territory of the Shoshone Indians, and Sacajawea, as her name implies, began to show signs of excitement as she recognized familiar landmarks. Finally, after a long and arduous journey, they came to the Lemhi River, a tributary of the Salmon River, and there, on the banks of the stream, they met Sacajawea's brother, Cameahwait, who was now the chief of the tribe.

Sacajawea's brother was overjoyed to see her, and welcomed the explorers with open arms. Lewis and Clark, in their turn, were overjoyed to find that Sacajawea was among the Indians, for they knew that they would be unable to trade with the Indians for horses to carry the supplies of the expedition over the mountains to the headwaters of the Columbia River. About a dozen animals were secured through her efforts. On Monday, August 18, 1805, the leaders of the party reached the summit of the Continental Divide, in southwestern Montana. What a supreme moment for Lewis and Clark. They were making history, for on that occasion they looked westward from the summit of Lemhi Pass, an experience never before realized by white men, to look upon the headwaters of the mighty Columbia River.

Upon arriving in the Salmon River valley, where the slender Indian girl had spent her early youth, she found that her mother, sisters and other relatives had all died or had been killed, save only her brother, Cameahwait, the then chief of the tribesmen of the Shoshone Indians of the Lemhi Indians, and the small son of her sister, whom she adopted. Among her people she did locate a girl friend who had been captured at the same time she was, who, like herself, had escaped and returned to her people.

As the season was drawing late, the explorers realized that the passages across the Salmon and the Bitter Root Mountains could not be made by the Indians to get Lewis and Clark's party of 31 men across, and Sacajawea to remain until the next year as food supplies were scarce in that section the land.

The time came when Lewis and Clark, who had been the guests of Sacajawea who led the way to Shoshone Indian camps, finally reached the Lemhi River, a tributary of the Salmon River, where Sacajawea's people had their winter quarters. Here, at last, they were among the friends. Sacajawea and her folks now were overjoyed to get to their own country. Sacajawea and her folks now were overjoyed to get to their own country. Sacajawea and her folks now were overjoyed to get to their own country

Ready for a Tea in the Sweet Bye and Bye

In tune with the time (of long ago) are three Rotary Anns, who, as hostesses at the Rotary Ann Pioneer tea, August 24, in the old Capt. Flavel mansion, will display, with their sister members, modish trappings of an elegant era in Astoria. From left, Mrs. Earl Hutchens, Mrs. Jack Shuster, seated, and Mrs. E. Harvey.

Tea Chairman

Sesqui Teas Will Furnish Quaint Glamor to Festival

The Lewis and Clark Sesquicentennial celebration August 20-28, along with its masculine attractions of baseball games, barrel races and beard judging, will have distinctly feminine attractions, too.

Three events anticipated by women of the county and in which feminine visitors and tourists will find of much interest, historically and socially, are three teas to take place during the week's festivities.

Two of the teas will be held the same day, Wednesday, the [illegible]th and each will have as a [illegible] a historic and handsome [illegible], one in Astoria and one in Warrenton.

Astoria Pioneer Tea

The Rotary Anns, under the leadership of Mrs. Floyd Wright, will stage their Pioneer tea at the Clatsop county historical museum from 2 to 6 p. m. The museum, housed in the renovated mansion of the late Capt. George Flavel, one of the earliest bar pilots on the Columbia river, is a treasure house of many of the region's most valuable antiques and relics, at least a part of which will be displayed in attractive displays in several of the rooms in the mansion. A tour has been scheduled in which the visit of the area in which it is located in 1845, and the various places a hobby of Capt. Flavel, are built of old, elaborately carved, and with [illegible] which with the wood were brought around the horn from distant ports.

The Rotary Ann hostesses will be dressed in costumes [illegible] some day, and the tea will feature a fashion show of [illegible] and [illegible] clothes loaned from the trunks of Astoria's first families.

Warrenton Historic Tea

That same afternoon, from 2 to 6, the picturesque and grand home of the George Warrens in Warrenton will form the setting for tea to be given by the Women's Society of Christian Service of the Methodist church.

It is the first house built in the town and was founded by D. K. Warren, for whom the town was named and father of the present owner, still boasting its original [illegible] shape, [illegible] and a ceiling which was hand-painted by one of the world's famous artists of [illegible].

Mrs. F. M. Wilson is chairman of the Warrenton Historic Tea and both she and Mrs. Wright, of the Astoria tea feel that holding the two teas on the same day will attract rather than retract crowds of women who will be ["]tea minded and in the mood" for such social functions that day and which can enliven the [illegible] on their calendar of events.

Clatsop Plains Tea

The third tea is set for two days later, Friday, the 26th, and will have for its setting the beautiful little brick Pioneer church on Clatsop Plains.

This [illegible] example of dignified church architecture, with its graceful steeple, rising above the surrounding dunes, is the oldest continuing Presbyterian church west of the Rockies.

William Henry Gray, who came west with the Whitman [illegible] party of the Presbyterian church in 1836 became one [illegible] of the first settlers on Clatsop Plains. At his own expense, the Rev. Lewis T. Pettygrove, pioneer Presbyterian missionary and first religious worker in the coastal hallowed [illegible]

Mrs. F. M. Wilson, is chairman of the Warrenton tea on the historic Warren estate August 24 in the handsome old home of the George Warrens, whose father D. K. Warren was the founder of the town.

Gray Church Tea Honors Its Pioneers

By RUBY KELLEY

CLATSOP PLAINS (Special) Following a week of festivities in honor of Lewis and Clark, and Sacajawea the third historical church festival at the Gray Memorial Pioneer church on Clatsop Plains, Friday from 1 to 5:30 p. m., will be a tea for Pioneers in their own house of worship and in their final resting place, the Pioneer cemetery just back of the historic chapel.

More than 300 attended guests of the pioneers who developed the area, and who now lie at rest in the little church yard cemetery.

Pioneer Descendants

Mrs. Harold Tagg, (Nancy Morrison), granddaughter of Robert and Nancy Morrison, who donated the 10 acres of land for church and cemetery, and Mrs. Margaret Reith, daughter of early settlers, Mr. and Mrs. Frank Wilkinson attired in elegant gowns of yesteryear, greeted the guests and handled the guest book. Mrs. Tagg also wore a bonnet worn by her husband's grandmother in the late 1800's.

On display as usual was the replica of the first church, the deed to the property, and photos of the founders. William and Mary Gray, missionaries, in whose home the church was organized in 1846, also of the Rev. William Thompson, the first minister, who came west at Gray's request to organize the church.

Also displayed was an antique hat box brought from England by Mrs. Fertig's mother, Mrs. Harold Tagg.

Crossed the Plains

Mrs. Harold Tagg displayed articles brought across the plains by her grandparents in 1846, including the Carnahan cradle; a small chair, a tea caddy, and two churns.

Borrowed for the day was the original pulpit used in the first church. It is on loan to Cannon Beach church. However, the Rev. H. T. Mitchelmore kept it in the home church for his services on Sunday morning.

Appropriate music eminated from the reed organ which was a gift of the pioneer Gray family in honor of their late mother, Mrs. Emma Tagg, with the organists, Mrs. H. T. Mitchelmore, wife of the pastor, and [illegible] Astoria [illegible]

Musical Entertainment

Other musical entertainment included vocal selections, "Homeing," and "Mid Summer," by Mrs. William Owens accompanied by Mrs. H. T. Mitchelmore, who also accompanied Horace Plummer when he sang, "Thank God for a Garden" and "Drink to Me Only With Thine Eyes."

Mrs. Walter Dietrich Astoria, rendered a violin selection "Mosthearm," and a later selection being accompanied by Mrs. Dodge at the organ.

Mrs. Dodge also accompanied Miss Maureen Loop, Astoria when attired in the attica Miss Sacajawea costume, she sang "Indian Love Call."

The recently acclaimed "King of the Frontier" 8-year-old Douglas Nopson, son of Mr. and Mrs. Henry Nopson South Lake sang the famous song, which won him the high honor of best Davy Crocket singer in this section. Douglas was accompanied by his mother.

Distinguished Guests

Distinguished guests included Robert Hansen, offic al chairman of the Sesquicentenni al who introduced Miss Sacajawea, and her escort Miss Connie Winkenstein, Miss Donna Ta.lourd, and Miss Arlene Schaefer), also the 1855 Meriwether Lewis and William Clark, direct descendants of the famous captains of 1805 and 1806, and Miss Lydia Large, descendant of Sacajawea, the friend and helper of Lewis and Clark. Miss Maryanne Heidemann, member of a famous Astoria pioneer family, the Rev. H. T. Mitchelmore, pastor of the Pioneer church; and Mrs. Agnes Darr, last living grandchild of Solomon and Celast Smith and great granddaughter of the famous friendly Clatsop chief, Coboway. Noted on the guest book after the tea is the name "John Quincy Adams V," whom the hostesses were unaware of his presence until after the tea.

A gleaming white satin cloth loomed by bows of white satin ribbon covered the tea table over which descendants of noted pioneers, presided during the afternoon. They were, Mrs. H. Marcotte, wife of the former pastor of the first Presbyterian church of Astoria, Mrs. Ira Miller, member of the old Spexarth family, Astoria, and Mrs. Tom Sandoz, the former Miss Jean Gearhart, granddaughter of Celeste Gearhart, who lived to be more than 100 years old; Mrs. Joe Dyer, daughter of the Rev. David Thompson who interested people in building the present Gray Memorial church and Mrs. Paul McPartlin wife of the pastor of the First Presbyterian [illegible]

—Montana highway photo

North of Helena motorloggers viewed "gates of the mountains" on Missouri river, described by Meriwether Lewis as "most remarkable cliffs yet seen."

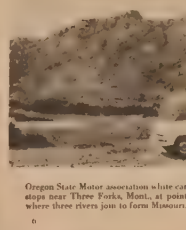
Motorlogging the

Lewis and Clark Trail

Oregonian travelers trace explorers' steps along Missouri to mountains

BY PAUL LAARTZ

Night City Editor, The Oregonian



Oregon State Motor association white car stops near Three Forks, Mont., at point where three rivers join to form Missouri.

Observing the 150th anniversary of the Lewis and Clark expedition to the Oregon country, the Oregon State Motor association and The Oregonian sponsored this summer a 3000-mile motorlogg. trueing as closely as possible the famed explorers' route from Fort Mandan N. D., to the salt waters in Seaside.

Although the motor-logging travel requires a two weeks' vacation, the journey can be taken in a week. The eastern half of the trip was described last Sunday and is concluded today, and the western segment will be reported July 30.

CAPTAINS Meriwether Lewis and William Clark as they embarked on their exploration of the Northwest country in 1805 could hardly have envisioned an oil industry in the land of the Mandans in North Dakota. Nearly a half century was to pass before oil was discovered in Pennsylvania.

But 150 years later, as thus Oregon State Motor association - Oregonian motor-log rolled through the North Dakota hills along highways near the Lewis and Clark route, the effects of the oil industry on the once agricultural economy were evident.

Near here is the heart of the great Williston basin which reaches into Montana and Canada.

In areas, flames can be seen for miles over the horizon spouting from pipes protruding from the ground. These, we were told came from producing wells.

On a prairie near Mandan, N. D., is rising a big Standard Oil refinery. North Dakota's first major refinery. Capable of producing 30,000 barrels a day, it will be linked to a 200-mile pipeline now completed to carry its products to Moorhead, Minn.

Because we preferred to keep to major highways—and in some areas of the route it's difficult and at times impossible, to keep on good highways near the Lewis and Clark route—we drove northward on highway 83 to Minot, N. D., thence westward on highway 2 to Williston, N. D.

Near Williston is Fort Union, at the junction of the Yellowstone and Missouri rivers. It had been recommended by Lewis as a likely spot for a fort.

The fort, later built, became one of the most popular fur-trading posts in the west. It can be reached by turning off U. S. highway 2 about two miles west of its junction with U. S. highway 83, then proceeding 15 miles on a gravel road.

From there westward we drove to Fort Peck dam on the Missouri in northeastern Montana. It's the world's largest earth-fill dam, built for flood control and navigation aid, irrigation and power. It created a reservoir 189 miles long, flooding many of the expedition's camping sites.

Here man has moved to curb the tempestuous Missouri river and to put to use some of the violent chocolate-colored waters which alowed the "corps of discovery" on its westward trip.

From here to Big Sandy, Mont. there's no chance to be near the Missouri. No roads parallel it.

It was in this area, as they made their way toward "the great falls" the Indians had described to them that the expeditioners met up with some of their most unusual adventures.

They quietly found the grizzly bears in that country were serious adversaries. At one juncture Clark shot a bear five times, and it threshed around on a sand bar for 20 minutes before it succumbed. Clark found the "tremendous looking animal" was 8 feet 6½ inches tall and weighed 600 pounds.

Six of the hunters fired at another but without success, though it chased two of them into a canoe. Another grizzly chased two hunters into the river.

"I must confess I do not like the gentlemen," Lewis wrote, "and had reather fight two Indians than one bear."

Lewis didn't escape. As they made their way toward

Mrs. William J. Geary, who was married to the grandson of the founders of this church, was unable to attend, due to illness.

Table in Green and White

The table appointments featured a large silver bowl filled with an arrangement in green and white, including white asters, Boston daisies, and fern, with green Thompson grapes. On each side was a silver candelabra, with matted green candles, and white service.

Responsible for the table decor were Miss Dorothy Wootton and Mrs. W. B. Thrall. Co-chairmen for general plans were, Mrs. A. E. Brandenburg, Astoria and Mrs. Albert Stanley, Clatsop Plains. Mrs. Harry Flavel, Astoria, who originated the tea was appointed by the County Historical society as their representative in planning the event for the Sesqui.

Path Led to Historic Grave

Visitors were guided to the graves of Solomon Smith, Oregon's first teacher, and his wife Celiast, daughter of Chief Coboway, by a path of white clamshells. The graves were marked by a tentative marker, and decorated with many flowers from the gardens of the area, where Smith himself is the first farmer.

Other graves especially marked for the occasion were those of Robert and Nancy Morrison, donors of the land for church and cemetery, and that of Alva Condit, first elder of the church, elected in 1846.

Most of the other pioneer graves were decorated the grass freshly cut by the county road crew, and over all the evergreen trees spread their boughs of protection and shelter.

Responsible for the cemetery decorations was Mrs. Ethel Abbey Moore Hammond and residents of the area, who contributed the flowers.

LEWIS & CLARK SESQUICENTENNIAL

Committee of Clatsop County, Ore., Inc.

HEADQUARTERS, 415-13 COMMERCIAL STREET

P. O. Box 324, Astoria, Oregon

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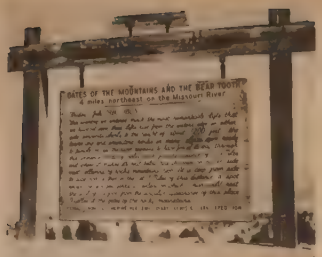
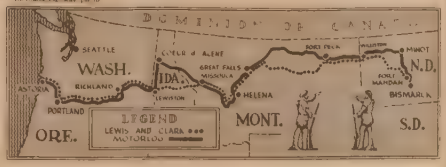


Points of interest on Lewis and Clark route in Montana have been plainly marked by highway commission with signs such as this one

—Montana highway photo

At Armstead, Mont., motorloggers stopped to see Lewis and Clark memorial, near where party met Sacajawea's Shoshone brother

—Montana highway photo



Oregonian-AAA motorlog paralleled route of Lewis and Clark expedition closely except where highway locations made it impossible.

the great falls he killed a buffalo. A grizzly moved in and Lewis sprinted 80 yards to the river, waded in up to his armpits and faced the bear with a spear The grizzly, for some reason, turned about and fled

Later, three buffalo bulls charged at him, then turned away, and he began to think wild life had indeed turned against him.

It was on this area that Sacajawea became seriously ill. Lewis wrote "This gave me some concern as well as for the poor object herself, then with a young child in her arms, as from the consideration of her being our only dependence for a friendly negociation with the Snake Indians."

But the two leaders treated her with the medicines they had brought with them, along with mineral waters from springs at the falls, and she recovered

The grandeur of the falls, where the Missouri drops some 500 feet in 11 miles in four cascades and many rapids, moved Lewis to wish he had the pen that "might be able to give to the enlightened world some just idea of this truly magnificent and sublimely grand object which has from the commencement of time been concealed from the view of civilized man."

The "great falls" are near Great Falls, Mont.—center of many Lewis and Clark landmarks, which we had reached on our westward drive from Fort Peck dam on highways 2 and 87 The falls may be reached by driving east some ten miles from Great Falls on Montana highway 29, then turning off on a side road about two miles

For their portage around the falls, Clark marked out an 18-mile route, and from the only large cotton wood tree in the vicinity the men fashioned 22-inch wheels with an axle made from a mast from one of their pirogues

The Oregonian motorlog from Great Falls continued on highway 91 to Helena, Montana's capital and to Three Forks

Southward to Helena, the Missouri and the highway plunged into rugged beautiful mountain country Some 16 miles north of Helena are "the gates of the Rocky mountains," so named by Lewis because of their appearance Here the Missouri knifes its way through rocky gorges

Lewis wrote "I call it the gates of the Rocky mountains. We entered much the most remarkable clifts we have yet seen these clifts rise from the waters edge on each side perpendicularly to ght hight of 1200 feet."

A dam at the lower end has raised the water level but the landmarks are still much the same as they were 150 years ago

On July 17, 1805, as they made their way through the big canyons, the expeditioners also saw mountain sheep for the first time

Lewis' diary recorded "Saw a large herd of Big-horned anamals on the imminencely high and nearly perpendeculer clift opposite to us on the base of this clift they walked and bounded from rock to rock with apparent unconcern which it appeared to me that no quadruped could have stood."

From where we sat looking at the selfsame perpendicular "clift" we could readily understand his wonderment

A highway marker nearby -one of many the Montana highway department has done such an effective job of placing points out the rugged area to tourists

We made a quick trip through Helena and found it remindful of another famed mining town Central City, Colo where similarly the main street follows a meandering course through the heart of the city

On southward we found the three forks—one of the expedition's goals. Here is the birthplace of the Missouri, three streams joining to form a great river

They are the Jefferson, the Madison and Gallatin rivers, all named by the corps of discovery for the president and two members of his cabinet

The three forks may be seen by leaving the city of Three Forks, Mont., on highway 10 some 2.2 miles east—a route clearly marked

As we paralleled the Lewis and Clark route, we then took a buttonhook route—first west, then southward and back northward dipping into Idaho and back into Montana to Missoula and Lolo pass

Lewis and Clark knew by then that to complete their westward trek they must obtain horses These they eventually acquired from the Shoshone Indians, of whom Sacajawea was a member, though the expedition's inability to contact the tribe for some time gave it considerable concern

It was at "Fortunate Camp" near Armstead, Mont., that the Shoshone princess made one of her greatest contributions to the corps of discovery

There, when the expedition finally met with the Shoshones, she met her brother, Chief Cameahwait, again, for the first time since she had been taken prisoner by the Gros Ventre Indians

That served to ease the negotiations, and the expedition got 29 horses, not without bartering

On over the route the motorlog passed over the Lemhi pass—over the only graveled and relatively unmarked road on the trip—past markers which claimed Sacajawea's birthpiece in Idaho, through the lush, green Salmon river valley into Salmon, Idaho

On Lemhi pass, on the great Bitterroot range, on August 12, 1805, Lewis and Clark became the first white men to stand on the continental divide Near there is a spring which they believed to be the uttermost source of the Missouri

On northward from Salmon, Idaho, the motorlog corkscrewed its way up and over the Bitterroots again, over Lost Trail pass, some 7000 feet high, and on toward Missoula and "Traveler's Rest" camp

There the corps of discovery prepared for a push westward over Lolo pass, and again over the rugged Bitterroots, in their search for the Columbia river

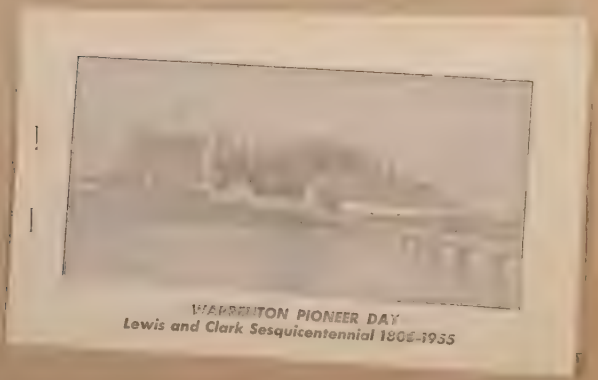
Next week The motorlog concludes by retracing the western half of the Lewis and Clark trail

Where It All Started

Monday, August 10, 1953

WHERE IT ALL STARTED—Charlottesville, Va., residents are mighty cognizant of the greatness of Lewis and Clark, perhaps as much so as are Astorians as shown by these pictures taken in that city by Glenn Morgan formerly an Astorian. Lewis, as shown in the picture below, was born near Charlottesville A statue of the two is shown in the city courthouse square

Lewis and Clark Hold High Place In Virginia Esteem



SACAJAWEA, young Shoshone Indian squaw who accompanied Lewis and Clark expedition on trek across upper Louisiana territory, has emerged as legendary and controversial figure.

The Sacajawea Legend

Students of history find much controversy in life of famous 'Bird Woman'

By ROBERT F. KAROLEVITZ

LEWIS and CLARK SESQUICENTENNIAL FEATURE

A Dem... Teacher, the sesqui-centennial of the Lewis and Clark expedition is coming and is focused on Sacajawea, the young Shoshone squaw who accompanied the explorers on the arduous trek across the upper Louisiana territory.

For many years that spotlight has been on Sacajawea, the Woman in varying shades and hues.

Love or Cash ... of her life has been fictionized at times almost beyond recognition.

Shoshone Snake ... she was cast ... 'Bird Woman' ... scene with faults ... and sometimes a ... throughout ... Both of Lewis ... who went on the expedition.

... OF THIS ... emerged as a ... without a doubt ... place of honor in American history.

... misinformation starts with her ... name. Most authors record her fatal day in the Lemhi village, Idaho, ... 1784 and 1787. Some label her as the daughter of the Lemhi chief; to others she was a Snake Indian maiden.

Sacajawea now seems to be the accepted ... reading various accounts ... Sahkahgahwah, ... Sahcajawah. ... Indian-suffering ...

NAMU SOURCES SAY ... she received the name that ... Shoshone Snake ... she was called ... 'Bird Woman' ... I her off when ... in her early teens ... ended version however ... the received the name ... was from her own people ... that it meant fast ... Boat Launcher ... band, Charbonneau ... sign talker and made sign ... introducing her at an ... mean 'Bird Woman.'

Years later, when Sacajawea supposedly returned ... people, to northwestern ... tana, she was known ... And to complete the name ... news, Capt. Clark is said ... called her 'Janey.'

ANOTHER controversy in her life occurred after she was captured by the Minnetarees, or Fore Red Arrow. It was in this ... It often said that ... Indian women in a ... Indian soldiers ... unduly purchased ... by Charbonneau.

... IN THE OTHER ... Bird Woman ... well known. She ... Saved the valuable ... journals ... spelled upset one of the boats, ... [illegible] with her ... [illegible] ... once, not to kill the members of ... dried fish ... other occasion she ... [illegible] ... THE STORY of her love affair ... bitten by a rattlesnake.

... with Captain Clark is to a great degree based upon the fact that he saved her life, that she was of considerable service to him on the journey and that at Christmas she presented him with two dozen white weasel tails. Later she is known to have been in St. Louis where Clark, the Indian commissioner had her son Jean Baptiste educated.

It was at this time that controversial stories of her death first began. Charbonneau had left her in St. Louis and took with him Otter Woman on a trip up the Missouri. Otter Woman died of fever, and some reporters of history outside the wife of Charbonneau a Snake squaw ... to be Sacajawea.

LATER she and Charbonneau ... up in what is now western Oklahoma and Kansas. Here ... arrived a young Ute woman ... and a bitter domestic struggle arose between her and Sacajawea. It is said that Charbonneau then whipped Sacajawea in the presence of the other wife, after which she disappeared from his ... and left Charbonneau ... never to return.

She apparently made her home with a tribe of Comanches. Here she married a ... ber of the tribe named Jerk Meat with whom she lived harmoniously for several years, bearing him five children, only two of whom survive. ... About was later killed in battle and the story goes that Sacajawea ... from that time on of Jerk ... with her husband's people.

Some historians think she joined the second exploring expedition of John C. Fremont and accompanied him as far as Fort Bridger, Wyo., where she supposedly rejoined her own tribe which had since migrated southward.

THAT'S WHERE the story of her later years again picks up. She was reunited with Baptiste and Basil, her sister's son whom she had adopted. It is said the three were of immeasurable aid to their people in teaching the ways of agriculture to the tribe. She was supposed to have acted as an interpreter for the Indian agents and was a persuading factor in getting Chief Washakie of the Shoshones to sign the Treaty of 1868 which established a reservation in the Wind River valley for her people and called for peace with the whites.

According to the R... John Roberts, superintendent of the Shoshone Indian ... Mission at Wind River, Wyo., Sacajawea ... still wonderfully active and intelligent in 1883. F. C. Burnett said that 'up to a few years before that date Sacajawea looked as young as her son should have been a sailor or a wife. Sacajawea was a typical Shoshone woman rather light complexioned for an Indian. Her color her height was about 5 feet and 5 inches. She was not fat as the Shoshone Indian women generally are at that age.'

Sacajawea, according to the version of her life had an last ... but on the morning of April 9, 1884, was found lifeless in her tepee. She was in her ... quilts. Death had ... results ... during the ...

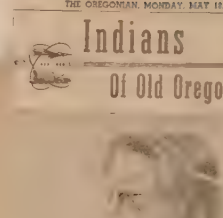
IN THE AFTERNOON of the same day, she received a Christian burial in the cemetery of the Shoshone reservation where she is now remembered ... with a cement monument. Reverend Roberts' parish records state ... mother Shoshone ... buried ... residence Shoshone Agency, cause of death old age, place of burial, Burial Ground, Shoshone Agency.'

1805 Lewis & Clark 135 Sesquicentennial celebration August 1 to 0

Bird of Fortune 3 19 56

THE OREGONIAN, MONDAY, MAY 12, 1958

Indians Of Old Oregon



Court Agrees To Plan for LC Caravan

The county court agreed ... grant the Clatsop County ... [illegible] ... $500 to finance ... expedition in the Lewis and Clark ... expedition's return ... a good an order ... of the county road department ... 20 cent an hour ... and ... ed contracts for supplying ... rock and metal culvert ... counts in recent court business.

... the grant to the historical ... creation of the ... [illegible] ... ing Clatsop county as a tourist ... trax ... be asked in ... that sch... travel from th... galite to St. Louis. Mr. ... to take the trip and ... withdrawal $50 for ... The court agreed ... $1 travel subsidy $200 ... project on the condition ... society approve the ... failed to drive on th...

Bird of Fortune 3 19 56

UMPQUA
Numbers greatly reduced by d...

Three Car LC Caravan Sets Out on Trek to St. Louis

A three-car ex... 'Miss following ... bounce the choice of the Astoria ... the trail of Lewis and Clark from ... representative portraying the Fort Clatsop back to the Dalles ... part of William Clark throughout ... at ... ndrews Sunday morning ... the expedition ... 156 years after the ex... British expedition from the west ... [illegible] ... ition sponsored by the ... ter-trailer Clarks ... ascending ... Clarkston, Wash., is expected to ... pick up several more cars in ... tern Oregon and Wash... ington a... ... of the Lolo pass by which ... the Lewis and Clark party ... the Rocky mountains.

One of the cars contains Mr. and ... Mer... ... initial representatives ... the historic expedition. ... [illegible] ... ands of people ... in Clarkston to star... the expedition. They ... to complete at Fort Clatsop Saturday night, camped overnight at the Four Bits ... fair ground... crossed on the trail ferry St. ... ing, sold ... ... at Mesa... ... where the Lewis and Clark party first viewed ... Pacific ocean in ... 1805.

... Sunset Met... allister ... leader of the expedition ... Ha... old Lee Clarkston Wash. ... who can ... the trip ... as impersonators ... Capt. Meriwether Lewis and Mc... Callister was named to impersonate Capt. William Clark. Edith ... House of Wahpeton, N. D., will represent her de... giant Saca...

Mc... allister got himself a buckskin costume for the expedition ... on a sign on his car advertising the trip.

Those making the entire trip from Astoria to St. Louis are Mr. and Mrs. Cue Mc... and Mrs. Mc... Callister; Mrs. Horne ... and Mrs. R. L. Lenon Monteith, Ore., and Mr. and Mrs. J. J. Ingram, Estacada, Ore. The other cars will join the "expedition" as it progresses through Longview, Portland, The Dalles and into Idaho.

Harold Coe, on the departure of the caravan from here, said: "The hospitality we enjoyed at Fort Clatsop and the arrangements made by the committee in charge can never be excelled. We are proud to be enrolled."

Astorian Budget July 16 - 1956.

Oregon Fort Goes Begging

... as a feature of the Lewis and Clark trail, the Clatsop County Historical ... and other interested groups erected a ... replica of the early fort.

But the reasons ... gures did not include ... arrangements for permanent maintenance. ... fact, they did not include provisions for ... mum accommodations required of ... as a attraction. The fort ... have been ... called in a primitive fashion according ... to their perhaps ... ing Sal... Fort ... the Oregon ... ... ate, provides a resident caret... ... roved fort is open daily ... 30 a. to ... p. m. ... admission free donations accepted.

But this arrangement is by no means ... sidered permanent by the society which ... sources are strained even by the modest ... quirements of a caretaker. The society hopes ...

... manner ... ated ... can be worked out ... the ... ial county unit, which could ... ...

Astorian-Budget PHOTO

Astorian-Budget PHOTO

Budget
Historians'
Re-elect 2-2-56.
Otto Owen

SM THE OREGONIAN TUESDAY FEB [illegible]

Governors of Oregon—No. 10

THEODORE GEER

Social Change Marked in His Term

By GEORGE S. TURNBULL

Party Loyalty Helps

Dedication of First U.S. Post Office West of Rocky Mts. Dedication held during Seaside Centennial celebration by D.A.R. of Astoria Chapter who had the granite monument [illegible] and put on place at the [illegible]

Federation Conv. Had Lewis-Clark Weather

...Observer Long B...

...town water holding up opera... were able to get across the ... on the 11 o'clock bust and was ... speaker at the convention.

Mrs. Miriam Edwards, president of the district, told of attending the 59th annual convention of Washington State federation at Yakima in May. Mrs. Edwards stated it costs each person but 14 cents a year to support the United States, and that we need patience, courage and spiritual know-how, leading to a peaceful world in our generation. If the world had kept pace with the technological progress, we would not be in our present dilemma.

"Women," stated Mrs. Edwards as she quoted Mrs. Hiram Houghton, "are a power because they are free, educated, healthy and attractive, industrious and capable."

Invocation was given by Mrs. Albert Forsman of Seaview; with three Girl Scouts from Troop 2 of Ilwaco, Mary Markham, Katherine Shaffer and Carol Mosher presenting the flag and leading pledge of allegiance. Mrs. Dorothy Mosher directed the girls as scout leader. Mrs. Stuart Harder was pianist for the convention. Mrs. Clair Vaughan of Curtomis club welcomed the guests; response was given by Mrs. Ines Williams of Mentor club. Mrs. Ira Chapman, district first vice president, led in the club women's collect.

Sidelights on Lewis and Clark were given by Mrs. Frank Turner who told of exhibits in the state museum at Fort Columbia featuring the explorers, and the leather costumes displayed there that were worn in the filming of the picture, "Far Horizons." Also described was the diarama in one of the show cases illustrating the trading scene when Sacajawea parted with her belt of blue beads in exchange for a robe of prime otter skins worn by Chief Comcomly. Mrs. Turner showed the women a string of blue beads made from beads school children of Chinook had picked up on the beach at Point Ellice under direction of Mrs. Irene Tinker their teacher. The beads were uncovered when the high water washed out the bank. Mrs. James G. Walker told of the Lewis and Clark campsite at McGowan.

Miss Ella Danielson, Pacific county librarian, told of the many books written about the great explorers and distributed a printed list of such books as are in the library.

Special music consisted of duet selections by Miss Barbara Hagglund and Miss Vicki Cummins, who sang "How Green Is My Valley," and "Sentimental Journey" with Barbara singing alone, "Can You Sweetheart Keep A Secret?" Mrs. Hunter played the accompaniments. Afternoon duets by Mrs. Henry Olsha and Mrs. William Hasvaldstveit were "I Love a Little Cottage" and "Beside the Still Waters." Mrs. Arias Lovering was leader for assembly singing.

Past presidents of the district were introduced, namely, Mrs. Arthur Henneyman of Gearhart, Mrs. R. C. Ross, Seaside; Mrs. George Lurvey, Raymond, Mrs. Wilbert Holm of Naselle, Mrs. Clara Wolfe of South Bend, Mrs. A. J. Tracey of Raymond and Mrs. James G. Walker of Seaview.

A new junior club of 12 young matrons was presented by Mrs. Edwards, so new they have not selected a name as yet.

Noon luncheon was served by Seaview chamber of commerce auxiliary Mrs. Lelia Hannah as chairman. Brown and yellow were predominating colors used, arrangements of yellow and bronze chrysanthemums in copper kettles and coffee pots on the tables. Chalkboards filled with candy were favors. Programs with brown covers each with a hand-sketched Lewis and Clark motif on yellow paper were a feature, as were yellow place mats.

In the attendance contest, Women's Study club of South Bend with 21 members present, again won the traveling gavel. The roll-call featured pioneer anecdotes. Mrs. John G. Williams representing Mentor club, told of Capt. James Johnson who built the first house in Ilwaco in 1868 and buried his fortune in gold slugs in Devil's Slide east and south of the present water reservoir. Johnson was drowned crossing the Columbia in a canoe, and the property was bought by Isaac Wheaton in 1858. Mrs. Williams ... people had gone to p... gold in ... years past and it ... ...n't appear to have a trace.

Mrs. Roy Moore, of Bay Center Women's club, told of the early his... Roy ... have been if he'd ... ...ng as a camp ground and ... ...y built from wood ... Lindberg and the Methodist ... was built in 1909.

... Women's Study club ... ...ed on the Wheaton ... ...ferry, who came in on ... ...went to New York in ... ...Panama, crossed the ... ...ck to San Francisco ... ...ship around to Hawaii, stayed ... ...ths, and a boat to Wood... ...ds. During ... they were driven ... ...ed a report from the ... ...New York by hitch ... ...Mrs. W. W. Moffett ... ...Seaview ... club, told of ... ...ey also came to Na... ...Mr. Moore ... and how ... ...ey left ... by small ... ...ey had to be poled west ... ...ers as the only white ...

... Mrs. J. G. ... ...ed Leon Ayer, the Duncan ... A. Smith and R. H. Espy ... ...ers of Astoria ... in 1854 ... ...the Oregon Pioneer Baker, aged ... ...d died ... ...The United ... ...ing the Louisiana ... ...England, a rival ... ...alliance ... ...supremacy ... ...ded in 1803 and ... ...ages for the ex... ... Paris ... the payment ... Messrs. Lewis and ... ...Western ... talk set about ... ...ding ... for the journ... ...ers ... ...were allowed

Bastion Foundation In

A replica of the northwest bastion of old Fort Astoria, now started this week at a point and far from the location of the original. Members of the Astoria Lions club are shown above pouring the concrete footing for the ba... Harold Jacob ... ...

Astorian Budget Aug 2-1956

Bastion Work Progresses

Logs which will form a replica of one of the bastions of old Fort Astoria were being handled at Clatsop airport last week for shipment to Warren where the Kaspers Company will mill the timber for tree. John Strait and Perry Ekaling of Crown-Zellerbach helped Junior Chamber of Commerce and Clatsop Historical Society members on the work in background is the replica which was built in an airport hangar prior to disassembly for settlement at The CZPA will provide trucks to haul the logs to Warren and Ben Crown contributed the logs. (Dick Meals photo)

Astorian Budget July 23-1956

Astorian Budget July 26-1956

Work Party Labors

Cleaning up are the Astoria Lions club members pictured above, who sponsored a work party Tuesday night at the site of Fort Astoria, which is to be reconstructed this summer. Lions members did not work alone, however, as evidenced by the picture which shows Otto Owen, historical society president, the white shirted shoveller in the foreground. Left to right above are Dr. John Farpala, Lions president, Harold Jacobs who was in charge of the work party, and Dr. John Hickman.

Historians Clasp Hands Across River

The traditional renewal of acquaintance between members of the Clatsop County Historical society and Pacific County Historical society in commemoration of visits across river between Comcomly Chief of the Chinooks and his friends, the Modern Bay factors at Fort Astoria was affected Wednesday evening.

A group of Astorians boarded the 5 p. m. and 6:30 p. m. ferries for a short cruise to Megler where they were met by cars and driven to Fort Columbia museum in the shade of ferns high on the banks of the river.

Granville Pollock

Arrangements of lavender sea... and sweetpeas decked the ... tables where a potluck dinner, chairmanned by Mrs. James G. Walker, was served in the old army barracks adjoining the museum.

Leon Parcell, president of the Pacific county society, presided. John Wiegardt, past president, to be master of ceremonies at the short meeting that followed the dinner.

Rees Williams led group singing and greetings were brought from the historical group across river by Dale Owen, president of the Clatsop society.

Authors Speak

Polly McKean Bell, author of "Evergreen Boughs and Mineureat Pa..." gave a short account of how Capt. J. G. Hustler and his friend across river Capt. John Scarborough used to get together and exchange shrubs and plants brought from their gardens in Scotland, and now several of the descendants of these plantings are still in bloom on both sides of the river.

Guy Allison, California author, who spends his summers on the Columbia, led the devotions and gave a resume on the trip he and his wife made along the Lewis and Clark trail seeking historians on the two famous explorers.

Others who were called on to make brief talks were Charles Nelson, Mrs. Walker and Lawrence Logan, son of one of Astoria's former mayors, who is visiting his mother, Mrs. W. C. Logan, from his New York home.

Verna Jacobsen sang two selections accompanied by Helen Davis on the piano before the social meeting concluded, and the visitors boarded a late ferry for a moonlight trip across the water.

July 19-1956 Astorian Budget

Buckskin Missionary

Aug 2-1956 Astorian Budget

Lewis & Clark Trek at Start

The expedition that traced the Lewis and Clark expedition's route on its 10th return from Fort Clatsop to St. Louis has arrived at St. Louis and officially ended its trip according to a brief report received Friday from R. M. McCallister, official Astoria representative on the motor caravan.

McCallister wrote that the party arrived in St. Louis July 28.

He reported that he and Mrs. McCallister were sightseeing and ...

Indians, Lewis and Clark and Modern Man Need Salmon

Editor's Note: The following article is reprinted from the June, 1955 number of the Oregon Historical Quarterly.

By ALBION GIFT
Chinook Writer

From time immemorial, the Indians living along the banks of the Columbia river have depended on salmon as their chief article of diet. Lewis and Clark found entire villages engaged in catching and drying salmon on the Deschutes river, lower Snake and Columbia rivers. The Indians came every spring and summer to the beaches on the Washington shore near the point where Cascade Bridge Gap landed upon discovering the Columbia River.

"In the Columbia river there are four species of the Pacific salmon. The largest of the Chinook salmon weighing about twenty pounds, although on Petersburg, Alaska on 1934 a 126 pound 8 ounce salmon was caught. The average maturity of the Chinook salmon is four years although seven year old fish are occasionally caught. Blueback salmon are about one pound four pound and the Chum salmon are about a pound pounds have an average maturity of about four years. The Silverside salmon weighing around eight pounds, three year old fish.

The above salmon are all migrant fish, and they deposit their eggs in a gravelly area of a stream and then return to the ocean. After one to three months, the fry emerge and begin to feed. Then they stay in fresh water for two months to one or two years and then start to [illegible] ocean. One-half to [illegible] mature in the ocean in a ten [illegible] that these [illegible] river.

Move Fast in Fall

In the ocean [illegible] grow rapidly, and after one to four years they head for the stream of river where they [illegible] spawning. Last [illegible] hatched there they spawn, the fertilized eggs being kept in the [illegible] ocean [illegible] around the mouth of the Columbia [illegible] to swim from the [illegible] mouth. [illegible] the spring of the year it may be from a couple [illegible] stations. They [illegible] ter in the fall. [illegible] Since the summer [illegible] [illegible] [illegible]

Asterisk Budget
Aug. 22-1956

Open Forum

Date	Name of City		Arrival Leaving	Nature of Stop	Hosted by Organization	Miles to Next
7/15	Astoria, Ore.	PST	pm	Assembl	Astoria Regatta Ass'n	
7/16	[illegible]	PST	am	11 am Coffee		
	[illegible]	PST		Dinner	[illegible] Stockaders	
	[illegible]	PST		pm	Mary Townsend Oregon Trail, Inc.	
	[illegible]	PST	Plans not reported			
	Bingen, Wn.	PST	pm	5:30 pm Coffee	City of Bingen	
	The Dalles, Ore.	PST	pm	Overnite	City	76
7/17	Umatilla, Ore.	PST	am	10:30 am Bkfst		37
	Pasco, Wn.	PST	11:15 AM	2:00 pm Dinner		64
	Waitsburg, Wa.	PST	2:45 pm	Coffee		33
	Dayton, Wn.	PST	pm	Coffee		8
	Pomeroy, Wa.	PST	Plans not reported			43
	[illegible], Wn.	PST	pm	Overnite	Greater Clarkston Ass'n	
7/18	Lewiston, Idaho	PST	am	am Bkfst	Kiwanis	11
	Lewiston, Idaho	PST	am	am Coffee	Eliza Spalding Club	46
	Grangeville, Idaho	PST	am	11.00 am Coffee	VFW	54
	Kamiah, Idaho	PST	pm	pm Dinner		64
	Indian Grave Lookout	PST	pm	Overnite		27
7/19	Lolo, Montana	MST	am	am		50
	Hamilton, Mont.	MST	am	am Coffee	Chamber of Commerce	138
	Salmon, Idaho	MST	pm	pm Dinner		
	Dillon, Mont.	MST	pm	Buffalo Barbecue, C of C		90
7/19	Three Forks, Mont.	MST	Plans not reported			55
	Bozeman, Mont.	MST	Plans not reported			26
	Livingston, Mont.	MST	N	pm Noon	Chamber of Commerce	54
	Big Timber, Mont.	MST	3:15 pm	4:15 pm Coffee	Lions Club	110
	Billings, Mont.	MST	6:30 pm	Overnite	Chamber of Commerce	102
7/20	Forsyth, Mont.	MST	7:45 am	9:15 am Bkfst	Chamber of Commerce	42
	Miles City, Mont.	MST	10:15 am	11:15 am Coffee	Chamber of Commerce	80
	Glendive, Mont.	MST	1:00 pm	2:30 pm Dinner	Senior Women's Club	52
	Sidney, Mont.	MST	pm	pm Coffee	Chamber of Commerce	
7/21	Lemmon, N. Dak.	CST	pm	Overnite	Chamber of Commerce	51
	[illegible]	CST	am	8:00 am Bkfst	Chamber of Commerce	54
	Mobe, N Dak.	CST	Plans not reported			45
	Glenullen N Dak.	CST	N	2:00 pm Dinner	Civic Club	39
	Washburn, N Dak.	CST	pm	Overnite		60
7/22	[illegible] REST CAMP	AT FORT MANDAN, WASHBURN, NORTH DAKOTA				
7/23	Bismarck, N. Dak.	CST	7:00 am	9:00 am Bkfst	Masonic Order	77
	Hazelton, N. Dak.	CST	Plans not reported			16
	Linton, N. Dak.	CST	10:15 am	11:15 am Coffee	Civic Club	76
	Mc Bridge, S. Dak.	CST	12:15 pm	2:45 pm Dinner	Anniversary Celebration	55
	Selby, S. Dak.	CST	Plans not reported			86
	Pierre, S. Dak.	CST	5:00 pm	Overnite	[illegible]	46
7/24	Presho, S. Dak.	CST	8:00 am	9:30 am Bkfst	Presho-Kiga Club	40
	Chamberlain, S. Dak.	CST	10:30 am	12:30 am Dinner		100
	Wagner, S. Dak.	CST	Plans not reported			37
	Tyndall, S. Dak.	CST	Plans not reported			32
	Yankton, S.Dak.	CST	4:30 pm	Overnite	Chamber of Commerce	25
7/25	Vermillion, S. Dak.	CST	8:30 am	10:30 am Bkfst	Chamber of Commerce	33
	Sioux City, Iowa	CST	11:30 am	1:30 pm Dinner	Lewis & Clark Hts. Ass'n	36
	Onawa, Iowa	CST	2:30 pm	3:30 pm Coffee	Chamber of Commerce	39
	Missouri Valley, Mo.	CST	Plans not reported			23
	Council Bluffs, Iowa	CST	5:00 pm	Overnite	Chamber of Commerce	2
7/26	Omaha, Nebr.	CST	6:30 am	7:00 am Bkfst	C of C Historical Soc.	18
	Plattsmouth, Nebr.	CST	7:20 am	8.15 am Coffee	Chamber of Commerce	26
	Nebraska City, Nebr.	CST	8:45 am	9.30 am Coffee	Frat.Order of Eagles	21
	Auburn, Nebr.	CST	10:00 am	10:45 am Coffee	Chamber of Commerce	36
	Falls City, Nebr.	CST	11:30 am	12:15 pm Coffee	Chamber of Commerce	18
	Hiawatha, Kan.	CST	1:30 pm	2:00 pm Dinner	Chamber of Commerce	42
	St. Joseph, Mo.	CST	2:45 pm	3.30 pm Coffee	City	
	Kansas City, Kan.	CST	6:00 pm	Overnite	American Trails Ass'n	3
7/27	Independence, Mo.	CST	6:00 am	7:30 am Bkfst	City	145
	Columbia, Mo.	CST	10:30 am	11:30 AM Coffee	Chamber of Commerce	31
	Jefferson City, Mo.	CST	12:00 pm	2:00 pm Dinner	Chamber of Commerce	79
	Warrenton, Mo.	CST	3:30 pm	4:15 pm Coffee	Chamber of Commerce	56
	St. Louis, Mo.	CST	Plans not reported			30
	Woodriver, Ill.	CST	pm	Overnite	Jaycees	

Please report any discrepancies in mileage that necessitate time changes immediately to Capt. Lewis, c/o 1956 Lewis & Clark Return Expedition, to City Police far enough ahead of us to make it possible for us to receive it.

Greater Clarkston Association

Dr. Leroy A. Weeks, President
Kenneth Anderson, Vice President
Harold B. Coe, Secretary
Shirley Admiral, Treasurer

INCORPORATED MARCH 1951
SERVING CLARKSTON AND ITS TRADE TERRITORY
POST OFFICE BOX 221
CLARKSTON, WASHINGTON

TRUSTEES:
Judge Thomas G. Jordan
Clare Spoerhase
W. L. Wade
Mary Allen
G. Lee Tuttle
Vincent Desmond
Hollis Weeks

May 31st, 1956

Dear Mayor:

The 1956 Lewis and Clark Return Expedition is passing through your City within a few weeks. This Expedition is designed to focus attention to the importance of Lewis and Clark to American history and we seek along with many others to perpetuate the memory of their accomplishments along the route to be known as the "Lewis and Clark Highway".

May we ask a personal favor from you in connection with the passage of this Expedition through your City.

First, we must have a police escort through your City.

Next we would like you as Mayor of your City to determine where we will have our coffee stop and lunch stop there. The cost is very little and the attendant publicity is worth a great deal not only to the sponsoring organization but to the City, whether your City be large or small. Your coffee stop can be determined from the enclosed schedule.

Third we would like to have a car in the Expedition with the sign on top carrying the name of your City which will be photographed by the thousands of spectators along the route that your City too wants the Lewis and Clark Highway completed. Some cities are furnishing the gas and oil for some local citizen in return for his carrying the banner of the city throughout this Expedition, while enjoying the reliving of this important phase of American history.

May we hear from you at the earliest possible moment. We must close our schedule so that each City can know the exact minute of our arrival. Thank you so much for your help in lining up your City as a part of the 1956 Lewis and Clark Return Expedition.

Sincerely yours,

Harold B. Coe, Secretary.

Greater Clarkston Association

Dr. Leroy A. Weeks, President
Kenneth Anderson, Vice President
Harold B. Coe, Secretary
Shirley Admiral, Treasurer

INCORPORATED MARCH 1951
SERVING CLARKSTON AND ITS TRADE TERRITORY
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Hollis Weeks

1956 LEWIS AND CLARK RETURN EXPEDITION
PARTICIPANTS AND INFORMATION BULLETIN

This bulletin is intended to bring you vital information about your participation in the Expedition. Be sure to save it.

Each car must be registered with the name of the driver or owner, mail address and name of the city the car will represent on the reverse side of the registration card.

As we leave each city we will be escorted to the city limits where necessary, so that all will leave on the right road. The city where we are making our next stop will provide a guide car for us to their city.

You will need cooking and camping equipment, some food, adequate blankets for one cold night, waterproof clothing and your favorite musical instrument. We will be expected to provide campfire entertainment each evening to respond to the entertainment being furnished us. Don't forget your camera, you will want it.

Your registration must show that you are making the full Expedition, and if not, in which part you will participate.

Your registration should reach us as soon as possible, our host cities are anxious to know how many they are going to be required to care for.

Your registration must be accompanied by a check or money order for Five Dollars.

ON THE EXPEDITION:

Cars will all travel at their own time and speed individually, but will be given the distance and assembly time at the city limits of the next host city, where all cars in the Expedition will assemble and follow the welcoming delegation and police escort to the hospitality stop, where there will be clean rest facilities for your use.

You will be required to carry an ax, a pail, and a shovel in each car to meet the requirements of forest laws.

We strongly urge you to wear comfortable clothing, of the time of the Lewis and Clark Expedition as much as possible. Expedition leaders will be wearing buckskin suits and some of the ladies [illegible] bonnets.

All those registering for the Expedition will receive participation ribbons.

All cars should carry Lewis and Clark Return Expedition banners indicating the home city of the entry, and publicizing its historic [illegible] events, or organizations. No private advertising or sale of [illegible] terial will be permitted with the exception of souvenir ribbons of the Expedition.

Please send in your registration today.

This schedule is tentative and as yet indicates only [illegible] ere the Expedition members would find it most convenient to stop while retracing the footsteps of the Explorers Lewis and Clark and Sacajawea in their return from the Pacific Ocean after two years of exploratory travel at the direction of President Jefferson.

At this writing 60% of the Cities along the route through the cooperation of one or more of their organizations have extended the welcome hand to the visitors and the hospitality for the Expedition is now assured.

The Expedition will arrive at each City, led by the pilot car carrying the American Flag and followed by the cars from as many cities as are sending cars to be a part of the relivine of these history making years. Expedition leaders and many others are traveling in buckskin and other costumes appropriate to the years of 1804-1806. It is hoped that every city along the route will be represented by a car carrying identification banners indicating the point of origin of the car. Many cities are furnishing gas and oil for the car of some local citizen in return for his carrying the banner of the city throughout this Expedition, while enjoying the reliving of this important phase of American history.

The total cost per car for the entire distance approximates $150.00, travels 2500 miles in 11 states, and requires 13 days of which 10 are work week days. There is no charge for participation. The registration fee of $5.00 per car is the only cost except for your personal expenses. Public participation is urged. May we hear from you and your City today.

We need to know the name of the organizations sponsoring stops in each City, and the number of cars participating in the Expedition from each City, at the earliest possible moment. Address communications to The Greater Clarkston Association, P. O. box 221, Clarkston, Washington.

THE TRAIL
LEWIS AND CLARK
1804-1806
WASHINGTON
OREGON
IDAHO
MONTANA
WYOMING
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
IOWA
MISSOURI
COLORADO
UTAH
NEVADA
CALIFORNIA
LEGEND
VANCOUVER
PORTLAND
SALEM
EUGENE
ROSEBURG
GRANTS PASS
KLAMATH FALLS
ASTORIA
TACOMA
OLYMPIA
SEATTLE
SPOKANE
WALLA WALLA
PENDLETON
BAKER
KALISPELL
GREAT FALLS
HELENA
BUTTE
BILLINGS
LIVINGSTON
MISSOULA
GLENDIVE
WOLF POINT
WILLISTON
FORT UNION
FORT MANDAN
LEWIS AND CLARK
WINTER QUARTERS
1804-1805
BISMARCK
FARGO
MOBRIDGE
ABERDEEN
PIERRE
RAPID CITY
SHERIDAN
CODY
CASPER
INDEPENDENCE ROCK
FORT LARAMIE
CHEYENNE
SCOTTSBLUFF
NORTH PLATTE
LINCOLN
FORT KEARNY
YANKTON
SIOUX CITY
DES MOINES
COUNCIL BLUFFS
OMAHA
PEPL BLF
INDEPENDENCE
KANSAS CITY
JUNCTION CITY
TOPEKA
WICHITA
PONCA CITY
BOISE
TWIN FALLS
SODA SPRINGS
POCATELLO
IDAHO FALLS
FORT HALL
PONY EXPRESS
1860-61
OGDEN
SALT LAKE CITY
PROVO
FORT BRIDGER
DENVER
COLORADO SPRINGS
PUEBLO CITY
RENO
CARSON CITY
SACRAMENTO
SUTTERS FORT
SAN FRANCISCO
FRESNO
THE CENTRAL OVERLAND STAGE
1861-1869
June 25 - Lewis's dog over-runs bank by three bear. Grizzly bears added to the hardships of the expedition
June 13 to July 3, 1805 canoes and baggage portaged around the great falls of the Missouri
July 20, 1806 Clark's party build canoes
July 4 1805 Sacajawea visited by whom she recognized the Indian chief
Sept 1805 Left horses with Indians to cross mountains
FORT CLATSOP
WHITMAN MISS
LEWISTON
ORO FINO
CRIPPLE CREEK
ARMSTEAD
DUBOIS
ISSUED BY AMERICAN PIONEER TRAILS ASSOCIATION IN CONNECTION WITH 1945 NATIONAL COMMEMORATION HONORING THE EXPLORERS OF AMERICA

Astorian, Oregon, Tuesday, ... 17, 19...

Buckskin Missionary

R. M. McAllister, clad in buckskin shirt, and Mrs. McAllister, are on their way on a leisurely jaunt to St. Louis, Mo., as part of the return expedition of the Lewis and Clark Sesquicentennial celebration. McAllister is armed with masses of pamphlets and literature on the lower Columbia area and in St. Louis he will present the mayor of that city with a Sesquicentennial medallion.
(A. N. Thorndike photo)

WELCOME TO PASCO:

We will hesitate at the following places in the order of their listing in making our tour of the city.

1. Northern Pacific $7 million Push Button Retarder and Freight Classification Yard, commonly know as the "hump yard". This yard, which contains 77 miles of track in an area 4½ miles long and 900 feet wide, was completed one year ago June 21, 1955. This 47 track classification yard has a capacity of 150 and 160 receiving cars and 135 and 160 departure cars. Mercury-vapor flood lights, mounted on 8 towers up to 120 feet high permit 'round the clock operation.

2. The Columbia Basin College has been in operation by the state for approximetal two years. Tentative approval has been given for the constniction of a modern structure to house the vocational classes on the 154 acreas given to the College by the City of Pasco.

3. Old No. 1354. Now in its final resting place at Volunteer Park. This locomotive, donated by Northern Pacific Railroad Company to the City of Pasco, was built in 1902 by the Baldwin Locomotive Works. Its weight is 194,850 lbs. or 97 tons. Capacity of 13 ton of coal and 7,500 gal. of water. Its speed was 65 miles per hour at top.

4. Franklin County Court House was built in 1912 at a cost of $250,000. It was built to serve 2500 county residents. The population of Franklin County is now approximately 21,000.

5. Pasco's New Senior High School. This $2 million building was comp leted for the fall term of 1955.

6. Saint Patrick Patoc[illegible]ial School recently completed with a $68,000 Catholic Convent adjacent.

7. The Edgar Brown Memorial stadium, adjacent to the new Emmerson elementary school, will cost approximately $50,000 when completed.

8. The Pasco Masonic Temple was first occupied in January of this year. When completed will cost approximately $200,000.

9. The Columbia River bridge built at a cost of $6,500,000 was opened two years ago this month. The bridge is the main link between Pasco and Kennewick, Pasco and Richland, and river crossing for highway 410, Walla Walla, Yakima and Seattle.

10. Memorial Park is city owned and has recreational facilities for children. Playground equipment and swimming. Children swimming classes are held during the summer under supervision of the recreational department and the Red Cross.

11. Pasco City Hall completed last fall at a cost of $250,000. The City Hall houses all city offices, fire department and police department.

12. The Pasco Armory built at a cost of $185,000 was just recently completed. It houses the National Guard and last April was the home of the Tri-Cities first annual Home Show.

This ends our tour, Sacajawea Park, at the confluence of the Snake' and the Columbia rivers, is where 151 years ago the famed expedition, which ordinarily pushed on day after day without rest, stopped for two nights with the Sokulk Indians.

Lucas

THE DILLON DAILY TRIBUNE
7-18-56
Largest Paid Circulation of Any Newspaper in Beaverhead County
VOLUME NO. 75 DILLON, MONTANA, WEDNESDAY, JULY 18, 1956

LEWIS & CLARK CARAVAN TO EAT BUFFALO

The Lewis and Clark Caravan due in Dillon at 5 p.m. today will make a tour of the city ending at Vigilante Field where they will be [illegible] committee [illegible] followed by a resume of the part played in our county during the return journey in 1806 by Rush Jordan of Western Montana College.

Mrs. Fred Woodside and Mr and Mrs. Evans Innes met the caravan at a site south of [illegible]. Miss Dudley [illegible] Phillip Lovell joined the c[illegible] at Salmon, Ida., where the Ivan visited the birthplace of Sacaj[illegible] jewels, and other historic points on the way between Salmon and Dillon.

Beaverhead county people are invited to hear president Jordan's talk, and attend the program presented by members of the caravan scheduled to start at 7:30 [illegible]

[illegible] sisted by Mrs. [illegible] Ann Wright Freda West[illegible] representatives [illegible] Club, the Daughters o[illegible] Junior and Chamber of C[illegible] [illegible]

6 Lewiston (Ida.) Morning Tribune Tues. July 17, 1956

7-17-56

CLARKSTON and ASOTIN COUNTY

Hours 9 a.m. to 6 p.m. Subscriptions and Advertisements Received. Tribune Clarkston Office 911 6th St. T[illegible]hone PL 8-2211

'Return' Group Spends Night At Clarkston

History-minded travelers making a 1956 return expedition over the route traversed by Lewis and Clark in 1806 reached Clarkston yesterday at 6:15 p.m.

A[illegible]ction of four cars that left Astoria, Ore., at 9 a.m. Saturday was met at Dodge by an escort car from the Washington State Highway Patrol. Mayor Leroy Weeks and a group of citizens waited to welcome the caravan at Lewis and Clark Park. Here cars honked and lead a parade through the business district to a picnic supper at Hells Canyon Park. 10 Take Trip

'TOTS-A-MAY-WAY'—Mayor Leroy Weeks of Clarkston greeted Mrs. Esther Horne, great great granddaughter of Sacajawea, and Jerry McAllister of Clatsop, Ore., on their arrival at Clarkston as part of the 1956 Lewis and Clark return expedition sponsored by the Greater Clarkston Assn. Mrs. Horne of Mandan, N. D., is accompanying the expedition. McAllister represents Capt. William Clark. 'Tots-a-may-way' means 'hello' in Chinook jargon. (Tribune photo.)

Sidney Herald
PIONEER AND OFFICIAL NEWSPAPER OF RICHLAND COUNTY
SIDNEY, MONTANA, THURSDAY, JULY 19, 1956

THURSDAY, JULY [illegible]

[illegible] MOUNTAIN TRIBUNE MISSOURI SOUTH DAKOTA

Motor Caravan Retracing Lewis-Clark Expedition Will Make Stop Here July 23

A caravan of cars retracing the [illegible] expedition is designed to [illegible] of the famous [illegible] the historical significance of the Lewis and [illegible]k expedition not only to the Northwest but to the country as a whole.

[illegible] of Motorists to [illegible] making up the cara[illegible] guests of the Mo[illegible] a dinner.

[illegible] Chambers of C[illegible]als will escort the group on [illegible] of local historical [illegible]

Principal promoter and sponsor of the trek is the Greater Clarkston association of Clarkston, Wash. Harold Coe, executive secretary of the G.C.A., is leader of the expedition.

The expedition starts on the [illegible] Astoria, Ore., Sunday, July 15, and cars are [illegible] from the vicinity of [illegible] Wednesday.

On the morning of July 23 and will arrive in Molitor shortly before noon. Departing from here two hours later the expedition will stop for the night

(Continued on Page 3)

Lewis And Clark Return Expedition Stops Here Friday

The 1956 Lewis and Clark Expedition is on the way [illegible] and will be in Sidney this Friday, July 20 at abo[illegible]:00 p.m. Arrangements h[illegible] n made to serve lunch at the City Hall Park to the touring group of [illegible] to Captain Lewis, portrayed by Harold Coe of Clarkston, Wa[illegible], will lead [illegible] group along with Sacajawea portrayed by [illegible] of granddaughter [illegible]

[illegible] of the West and the [illegible] will co-with the Sidney Chamber[illegible] greeting the [illegible] at the lunch [illegible]

[illegible]dney. One or two carloads Sidney area people are invited to accompany the tour to at least Williston or further.

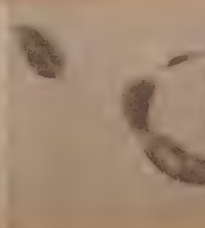
The expedition will assemble at the south end of Sidney and will then be given a police [illegible] to the park. The Sidney Moose Lodge will furnish tables and chairs for the rest session in the park north of the Moose.

The expedition lead car driven by Captain Lewis will carry the American Flag and the Lewis and Clark 15-star flag of 1804-1806. Every an caravan will carry [illegible]s identifying their county and a member of the [illegible] group will be dressed in [illegible] of the time of the Lewis [illegible] Clark Expedition.

The public is invited to [illegible] be a visit with the expedition group and to indicate local [illegible]vation for the purpose of [illegible]rp. It is designed to focus [illegible]ion to the importance of [illegible] Lewis & Clark expedition [illegible]ortant history and to seek to [illegible]tate the name by completion of a modern highway along [illegible]ute to be known as the [illegible] & Clark Highway.

The starting date of the expedition was July 14 at Astoria, Oregon and travel eastward along the route taken [illegible] explorers during [illegible] Columbia and Clearwater rivers of Oregon, Washington, Idaho, the Yellowstone and Missouri [illegible] of Montana to the Fort Mandan site, then down the Dakotas, Nebraska, Iowa and ending near St Louis Missouri. There they will be met by a representative of the president and be a Congressional delegation of [illegible]erbaker and representatives who [illegible] the drive for the [illegible] and Clark high-

Indians Of Old Oregon



YAKIMA
Practiced active religion based on seasons

BY GEORGE M. COSHRAN

This tribe inhabited the region north of The Dalles, the Cascade Range and the Columbia Plateau and [illegible] great national ceremonial for them and other [illegible] a balance they were forced by the government to [illegible]

[illegible] consisted of valuable root p[illegible] The middle part of the [illegible]

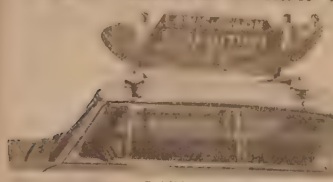
[illegible] religion everything was done [illegible] [illegible] ceremonies. The ceremonies of the weeks, set [illegible] fish, or [illegible] except [illegible]

1934 the Yakima organized their council [illegible] as the tribal council.

CLARKSTON HERALD

Thursday, July 7, 1955 CLARKSTON, ASOTIN COUNTY WASHINGTON 6 PAGES

'56 Lewis and Clark Expedition To Have Colorful Return Trip



The 1956 Lewis and Clark Return Expedition plans are now in full swing with more than fifty of the seventy cities designated as stops, reporting that arrangements are set for the arrival of the Expedition, according to word released today by Harold Coe, who has been selected by the Greater Clarkston Association to portray the part of Captain Lewis during this colorful Expedition.

The Expedition lead car, driven by Captain Lewis will carry the American flag of today and the Lewis and Clark fifteen star flag of 1804-1806. Expedition cars for the most part are expected to carry signs publicizing their city and identifying the city from which they originate. The sign on the lead car pictured above represents a keel boat, of the type used by Lewis and Clark on their journey. Seated in the boat mounting the way west is Sacajawea, with Captains Lewis and Clark in the stern. In addition to Captain Lewis in the lead car will be Mrs Coe, wife of the expedition leader and Father Horne, great great granddaughter of Sacajawea, who will portray the part of her ancestor, the famous Shoshone woman who guided the Lewis and Clark Expedition.

Many famous people including historians, authors, sculptors and artists are among those who will participate in the expedition.

Roll Call Conducted

The Association, this week is conducting a roll call of the seventy cities designated as stops, relative to the number of cars and people participating from each of those cities. Other cities not on the route are invited also to participate in the expedition.

The expedition will form at Fort Clatsop Saturday July 14th near Astoria Oregon and will meet on the Salt Cairns at Sea Side, Oregon, where the members of Lewis and Clark Expedition will be sent from ocean water for preserving the meat during the eastward journey. From Fort Clatsop Sunday a.m. the expedition will move across the mouth of the Columbia River, by ferry, to where Lewis and Clark first sited the Pacific Ocean, where a non-denominational church service will be held for expedition members and visitors.

Following the Columbia River through Longview and eastward, the expedition will see and photograph many famous historic sites. Up river the expedition will see Beacon Rock, a dugout canoe of the type used by Lewis and Clark, located at the Dalles, Oregon, and visit the Sacajawea museum at Pasco, Washington. The expedition will camp at the junction of the Clearwater and Snake Rivers at Clarkston, Washington.

Moving eastward the expedition will traverse the famed Lolo Trail bordering the Idaho wilderness area, camping at Indian Grave Lookout, 7000 feet above sea level.

Buffalo Barbecue

The next days journey takes them to the birthplace of Sacajawea, near Salmon, Idaho and on into Dillon, Montana, where a young buffalo is being barbecued by citizens for the members of the Lewis and Clark Return Expedition. Moving eastward into Montana, Pompeys Pillar, named of Sacajawea's son whom she carried on the expedition and into Fort Union where Captains Lewis and Clark united their parties after having traveled separate routes eastward on the return trip.

A full days rest is in store at Fort Mandan, North Dakota at the site where the Masonic Lodge has installed an imposing marker in honor of these early pioneers members of these other

Missing down the Missouri River to Sioux City, Iowa the only member of the expedition [illegible] during the expedition was buried At St Louis Missouri expedition members will exhibits at the Jefferson Building the [illegible] complete collection of Lewis and Clark's journals.

At Wood River, Illinois 25 miles from St Louis expedition will view the [illegible] of the original [illegible] Expedition [illegible] of President Jefferson [illegible] took a route to [illegible] Coast and to explore an claim for the United States [illegible] road from which the name Wood River is derived and each [illegible]

Lineage Is Historical

SACAJAWEA'S KIN—Mrs. Esther B Horne, Wapaton, N. D., great great granddaughter of the Indian guide Sacajawea, was greeted by Mrs Robert Glenn, president of the Pasco Chapter 2, Daughters of the Pioneers of Washington, when the Lewis and Clarke Return Expedition visited at Sacajawea State Park, Monday. Mrs. Horne, a civil service teacher on the Indian Reservation in her home state is one-fourth Indian She is state chairman of Indian Affairs for the North Dakota Federation of Women s Clubs.

The Forsyth Independent

OFFICIAL NEWSPAPER OF ROSEBUD CO. AND CITY OF FORSYTH

FORSYTH (Rosebud County) MONTANA, Thursday, July 12, 1956

Lewis-Clark Expedition To Stop Here 20th

Local Commerce Group Will be Breakfast Hosts To Travelers Caravan.

The 1956 Lewis and Clark Return Expedition will be passing through Forsyth on July 20 and will be stopping here for a breakfast according to word received today from Harold Coe, leader of the Expedition, who indicates that the stop here is being sponsored by the Forsyth Chamber of Commerce The Expedition leader urges Forsyth people and organizations to be sure that their city is represented by a participating car throughout the Expedition. He indicates that more than one million people will view the Expedition during its 2 500 mile trip from the Pacific Ocean to Woodriver Ill near St Louis Missouri.

Participation c its are extremely low the leader says because of the hospitality he's extended by a high percent, of th through which the Expedition will be passing

In some citi [illegible] and individuals are coming to cover the estimated cost or not more than $40 00 per family for the 5 000 mile round trip so that some one from their city can carry the banner, publicizing their cities its historical spots coming events and organizations He doubts he of that Forsyth could get any more advertising value per dollar, than by participation in the Expedition And at the same time lend the assistance to the drive for the completion of the Lewis and Clark Highway.

He also asks that 10 or more cars from Forsyth journey to Billings to meet the Expedition when it arrives there and journey with the Expedition to its

CLARKSTON HERALD

CLARKSTON, ASOTIN COUNTY WASHINGTON EIGHT PAGES

Lewis & Clark Expedition for "56" To Arrive In City Monday, June 16

Clarkston residents in a [illegible]

Expedition leaving Astoria [illegible] morning July 15, as

[illegible] lead [illegible]

[illegible] be the great at [illegible] the [illegible] of [illegible] magazine of the Fo

Mingo [illegible] July 14 a 1 after camp [illegible] the Expedi [illegible] the ferry and a [illegible] ith of the [illegible] and a breakfast It's no secret to the north side of the river where Lewis and Clark cited the Pacific Ocean A this spot the Historical Society has planned an early morning church service for the expedition before it starts its eastward journey through Longview and eastward to Vancouver and Portland where the expedition will stop for a day

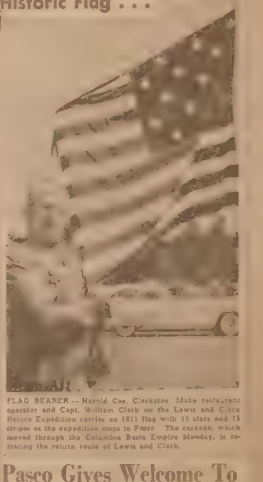
Among the cars participating in the Expedition From Clarkston will be the cars of expedition leader Harold Coe Tom Martin and Harry J Hill, who are making the trip eastward across the Lolo trail and into the Dakotas

Other participants from Clarkston, have indicated their intention to participate but registration cards have not been received by the Chamber Station Hi Weeks said today All local people who have any to Return Expedition forward send the expedition over the Lolo Trail through the Idaho wilderness area, to registered members of the expedition will receive a beautiful participation ribbon as souvenirs of the Pilot Rock and Clark Return Expedition

The colorful expedition with its flags and banners carrying will pass before an estimated one million people during the 5000 mile round trip. Expedition leaders indicated All local residents intending to participate are urged [illegible]

The self-appointed [illegible] [illegible] [illegible]

Historic Flag . . .



FLAG BEARER — Harold Coe, Clarkston Idaho restaurant operator and Capt. William Clark on the Lewis and Clark Return Expedition carries an 1811 flag with 15 stars and 15 stripes as the expedition stops in Pasco The caravan, which moved through the Columbia Basin Empire Monday, is retracing the return route of Lewis and Clark.

Pasco Gives Welcome To Lewis And Clark Party

Five cars of Northwest residents taking part in the 1956 Lewis and Clark Expedition, got an official Pasco greeting Monday noon when on a tour of the city at Sacajawea Park

The expedition left at 2

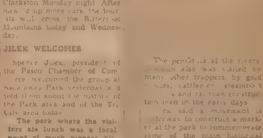
Clarkston Monday night After a stop at Lewiston they headed to cross the Bitter ot Montana today and Wednesday.

JILEK WELCOMES

Spence Jilek, president of the Pasco Chamber of Commerce welcomed the group at Sacajawea Park veterans of 1 told them some of the history of the Park area and of the Tri-City area today.

The party where the visitors ate lunch was a focal point of much pioneer history. Jilek said. Lewis and Clark camped [illegible] Oct. 16, 1805, and six years later on July 9, 1811, the English explorer, David Thompson [illegible] the white flag at the confluence [illegible] claimed the country for the British empire.

Men of the Pacific Fur Company, traveling upriver from Fort Astoria, found Thompson's flag on Aug 14 1811, and found that the Indians didn't want them to go on up the Columbia River here a Thompson wouldn't take it The Americans managed to win the friendship of one of the chiefs however by presenting him with a suit of clothes belonging to the head of the party, the flag an



River Bridge the civic stadium and NP Locomotive 1356 which was moved to Vallonier Park on Saturday.

Members of the 1956 expedition are to spend tonight at Indian Grave Lookout on the [illegible] and will

Governors of Oregon—No. 14

Oswald West

He Saved Beaches for People

By GEORGE S. TURNBULL

Oregon's ocean frontage belongs to the people of Oregon, thanks to Governor Oswald West who in 1913 put through legislation making the tideland area a part of the state system In Oregon, owners of oceanfront property cannot bar the public from their glorious recreation ground, as shore property owners can do in some other states

In grateful recognition the [illegible] recently named a scenic ocean front area Oswald West Park.

With little formal schooling, young West encouraged by his mother, largely educated himself and became both a [illegible] and a lawyer. As a young man he worked on Salmon and Alaska lands. Gov. Chamberlain appointed him state land agent, then railroad commissioner. His outstanding service won him the governorship in 1910 though registered Democrats were overwhelmingly outnumbered by Republicans This naturalized Canadian, born in Guelph, Ont., was the 37 one of Oregon's youngest governors He was one of the most colorful [illegible] ed copy for the reporters

West's campaign expenses totaled $2 [illegible] he personally contributed $600 Ben W. Olcott, [illegible] for a time his roommate in Astoria and later a Republican governor, was just back, fairly fat financially, from Alaska and Yukon gold fields, and he rallied around, subscribing $1 500 As the story goes, he won it all back betting on West to beat Bowerman.

Oswald West, Oregon's 16th governor, put through legislation in 1913 making tideland areas part of the state highway system, thereby preserving for the people 362 beaches of Oregon.

Water Pact Sought

In his first message, in 1911, West suggested a Northwest interstate water use compact. This conservation idea is only now apparently near fulfillment, and its sponsor died recently that he had been 20 years ahead of his time

Among West's policies that were adopted were creation of the office of state forester and the Bureau of Forestry, and establishment of the Fish and Game Commission He warned against reckless elimination of supposed agricultural lands from the national forests

In the conservation of human resources, this governor pushed prison reform, making the honor system in the penitentiary, had a parole board created, the indeterminate sentence laws modified, and where slavery law tightened up, he pushed through the minimum wage, workmen's compensation, widow's pension laws. He helped put across the women's suffrage amendment in 1912.

Passage of the state prohibition constitutional amendment in 1914 was aided by the governor He pushed through his precursor s recommendations for a Board of Control and a unified purchasing system for [illegible] for a change of name of the R[illegible] ad Commission to the Public Uti[illegible] nmission with wider powers. He also pronounced the idea of giving the governor the right to veto a single item in [illegible] appropriation bill.

While Gov. West didn't manage to carry out [illegible] one cocktail was an early ambition of his—to "shoot a [illegible] duck" on occasion to make things ready for liquor. There was the Copperfield [illegible] Recording to complaints that the lawless [illegible] in the dying little Baker County mining town were getting out of hand, he sent over his gutty little 90 pound secretary, Fern Hobbs, with a small squad of National Guardsmen. Miss Hobbs made headlines all over the nation She locked things [illegible] cleaned a mean [illegible] told the boys the governor was closing the liquor joints She carried out instruct ons The joints stayed closed.

A one-way administration with veto-proof [illegible] high 70 bills vetoed out of 235—but one of [illegible]

Columbia

The Newspaper That Se

VOL 10—NO. 360

PASCO, KENNEWICK, RICHLAND, WASH.

Expe[illegible]

Stop H[illegible]

[illegible] ulled to [illegible] Expedition [illegible] tour the state [illegible] Park and be [illegible] ce by Scenic [illegible] Conservation [illegible] Washington [illegible] pa

The Ladies auxiliary of the Pasco Eagles Lodge will [illegible] lunch for the expedition members at Sacajawea Park There are about 30 cars in the caravan

The Big Timber

VOL 68 NO 42 BIG TIMBER, SWEET GRASS COUNTY, MONTANA, THURSDAY, JULY 19, 1956

Expedition Due Here Today

CLARKSTON HERALD

Thursday, July 19, 1956 CLARKSTON, ASOTIN COUNTY, WASHINGTON EIGHT PAGES

As the Expedition stopped at the city limits [illegible] a lineal great granddaughter of Sacajawea, they were greeted by the Mayor, Leroy Weeks [illegible] Janet Hill, Lydia Coe, Mrs. McCallister. Members of the Expedition by request gathered [illegible] and Mrs. Ted Kuggens, Mr. around the lead car pictured above. Left to right: [illegible] Leroy and Harold Coe, leader of the are Mayor Leroy Weeks, Jerry McCallister, who [illegible] was named captain Clark, Sacajawea, portrayed by [illegible] Expedition (Herald Photo.)

56 Lewis-Clark Return Expedition Enters City For Over-night Stop

The 1956 Lewis and Clark Return Expedition arrived in the City Monday afternoon with colors flying, horns honking, and a police escort through town.

The State Patrol which met the expedition enroute escorted the group to the city limits where friends, relatives, and citizens met them. Captain Lewis and Sacajawea climbed from the car where they were extended a welcome to the city by the Mayor, Leroy Weeks. Captain Lewis, who is portrayed by Harold Coe, Secretary of the Greater Clarkston Association, unfurled the Lewis and Clark 17-foot star flag and the American flag as we know it today. After these ceremonies took place, pictures were taken of the group and then they climbed back into the five cars and were escorted through the city by Chief of Police, Lee Hellmuth and State Patrolman Doyle Pounder.

The group was escorted to Beachview Park where the citizens of the city served a buffet dinner for the expedition. The VFW Auxiliary and the Eagles Auxiliary served the dinner to the expedition members. At the potluck supper were about 60 persons.

The expedition started out from Astoria, or Fort Clatsop on Saturday at 8 p.m. assemblyme in the new 4-H building in Astoria. After camping over night the Expedition took the ferry across the Columbia river to a monument which signified Lewis and Clarks first sighting the Pacific Ocean. At this point church services were held, for the expedition before they started moving eastward on the long trek to Wood River.

The expedition moved through Longview, where they stopped for coffee as their first morning break. Coe states that he expect the restaurant owners were glad the expedition didn't go through the 1955 trip, to a short reunion was held.

After the excitement had left Longview, they journeyed to Vancouver where a police escort toured the expedition around town showing them the sights of Vancouver. The city bought refreshments for the expedition members and they held a picnic in one of the Vancouver parks.

The expedition then left Vancouver, for Portland, where it went across the river. At this point the city of Portland rolled out the welcome mat giving the expedition cookies and coffee. From there the next stop was Bongen, Washington. At the city limits of Portland the Bongen officials met them and gave them a welcome and then escorted them to Bongen. Stragglers who could not take time out for the whole day would fall in behind the [illegible] as they [illegible] according to [illegible] the [illegible] Pass to Spokane [illegible] breakfast. From there [illegible] stop and [illegible] Clarkston, for the night.

That Jerry McCallister, Astoria, Oregon, member, would be Captain Clark during the remainder of the long trek. Also while in the city the new members of the expedition were introduced. They were Harry Hill, living in Clarkston and carrying a banner for Sacajawea, Idaho, where he farms during the summer.

Many of the members of the expedition expressed their gladness to be a member of the 1956 expedition and that they were having the greatest time ever. The expedition group left Tuesday morning at 6 where they assembled to go to the Bollinger Hotel in Lewiston, Idaho, for breakfast.

[illegible] of the 1956 Lewis and Clark [illegible] Wolf, in the background, Sacha Tuttle, Mrs. [illegible] through the line at the [illegible] Boy relief, and Esther Horne, who is portraying Sacajawea, her great-great grandmother (Herald Photo)

Published in the Interests of Beaverhead County
The Southern Gate to the Treasure State

The DILLON EXAMINER

[illegible] Vol. XL [illegible]
Wednesday, July [illegible] 1956

Warm Welcome Extended Lewis and Clark "Return" Expedition at Barbecue and Program at City Park

Within a few miles of the exact route followed by Captain William Clarke's party on the return trip of the historic expedition in 1806, another group of travelers commemorated the famous adventure with simple ceremony and hospitality at Dillon's City Park on Wednesday night.

A realistic link with the event a century and a half ago was furnished in the attractive person of Esther Horne, whose great great grandmother, the Shoshoni Indian woman Sacajawea [illegible] explorers.

The automobile caravan of the [illegible] fundy to rest and refresh themselves before the barbecue and program held at the city park. Lead car of the caravan was driven by Harold Coe secretary of the Greater Clarkston (Wash.) Association who assumed the role of Captain Lewis. Also riding in the lead car were Mrs Coe and Mrs Horne, Sacajawea.

A Dillon group joined the caravan at Lolo, 11 miles from Missoula, at 9:30 Wednesday morning. In the group were Mrs. Elfreda Woodside a trustee of the Beaverhead Museum, and Mr and Mrs Evans Innes. The caravan traveled through Florence, Stevensville, Hamilton, Darby, Sula and over Lost Trail Pass of the Continental Divide to Lemhi county — Gibbonsville, North Fork and Salmon.

At Hamilton a welcoming outcade at Chamber of Commerce members, and an escort of police led the procession to town and to the new Chamber of Commerce headquarters, which like Dillon's, also houses the historical museum. Ladies of the Bitter Root Historical Society served coffee and donuts and the museum was visited.

At Salmon, Mayor and Mrs. Phillip J Lovell of Dillon met the caravan and Mayor Lovell extended greetings from Dillon The Salmon Chamber of Commerce was host at a luncheon. A high[illegible]light there was a recital painting by Joe Salmon artist depicting the and Clark expedition at Fortunate (Armstead) [illegible] became intimate brother a Shoshoni Indian in the pictures the party [illegible] are bartering with the Indian horses for the trip over the mountains [illegible]

WARM WELCOME
(Continued from [illegible])

Leaving Salmon the caravan stopped briefly at the site of Fort Lemhi, reputed to be the birth[illegible]day at Lolo a grave of an Indian child near the camp fe was marked with fresh flowers by members of the group. The night at Lolo was reminiscent of the primitive wilderness that the original party had experienced 150 years ago. At first deer wandered through the camp. Later, inquisitive porcupines were greeted with a rock-throwing. After some campers thought that bears had joined the Eagle Scout coming committee rangers in the Forest Service escort built a fire and [illegible]

Rest of the night was [illegible] but because with the first [illegible] of dawn at 4:00 in the [illegible] was stirring and half [illegible] later found

Crossing again into Montana the caravan rolled through the Horse Prairie country where [illegible] years ago next August or 1957, following the Battle of the Big Hole several early day settlers were killed by roving Nez Perce parties. Coming through [illegible] stead a halt was made at near Camp Fortunate as of the reunion of Sacajawea with her people on the outward journey in 1805. The group was joined there by Mr and Mrs Earle Scott and Dellar Gordon of Armstead. Mr. Scott represented the local history of the expedition throughout territory. Highway Patrolman Royal Archer escorted the caravan from Armstead to Dillon and at the city limits a welcoming committee composed of Dan Cox, president of the Chamber of Commerce, Bud Tober, president of the Beaverhead [illegible]cation, and Ch[illegible] Williams met the caravan [illegible]verted it around town Western College. About 8:00 p.m. the barbecue was held at the park, followed by the program.

The main course of the barbecue was roast young buffalo a gift of rancher Pete Stefonik from his private herd The meat was processed at the Roberts Meat Packing plant here. The chef who supervised the actual barbecuing was Sweets - N - Co Murray, and service was members of Beaverhead Chapter, D.A.R., and members of the Soroptimist club. Following an address for the local entertainment was furnished by the Chamber of Commerce and Rotary and Kiwanis clubs, and the Montana Power Company.

It was the first taste of buffalo meat for many in the crowd and all agreed that Chef Murray had done a superb job of cooking the succulent and flavorable roasts.

Leader of the caravan and Mrs. Esther Horne, of Walhalla, North Dakota, were introduced at the program that followed the barbecue, by Chamber President Dan Cargile. Expedition leader Coe told of the organization of the caravan and one of its primary

McLean County Independent

VOLUME NO. LII — NO. 33 Newspaper Price Seven Cents ESTABLISHED 1903 OFFICIAL NEWSPAPER OF McLEAN COUNTY

Lewis & Clark Expedition to Reach Garrison Saturday

Civic Club Plans Dinner and Other Entertainment at Noon, July 21; Cars From Washburn Expected to Join Group

THE SELBY RECORD

VOLUME [illegible] SELBY, WALWORTH COUNTY, SOUTH DAKOTA, THURSDAY, JULY 19, 1956 NUMBER 22

Motor Caravan Retracing Lewis And Clark Expedition To Make Coffee Stop In Selby On July 23

A caravan of cars retracing the return trip of the famous Lewis and Clark expedition of [illegible] years ago will make a coffee stop at Selby on Monday, July 23. It was announced this week by Robert Markeson president of the Selby Commercial Club. The group will [illegible] from Mobridge where they will be luncheon guests. Coffee will be served at the DeLuxe Cafe [illegible]

[illegible] at 3

[illegible] Pierre at 4 p

will make an overnight stop

The expedition started on the Pacific ocean near Astoria Oregon July 15 and cars were invited to join the caravan en route. About 30 are expected to be at Selby. The group expects to arrive at St. Louis, Mo., on July 27.

the Greater Clarkston (Wash.) Association of which Dr. Leroy Weeks is president and Harold Coe secretary. Coe will lead the expedition. Approximately

Mr. Markeson stated that he is arranging for a car or two to meet the group at the junction of highways 83 and 12 northwest of Selby and accompany the caravan to town.

Governors of Oregon—No. 3

George L. Woods

Brought Youth in Stormy Times

By GEORGE S. TURNBULL

Youngest of Oregon's elected governors, George Lemuel Woods of The Dalles, took office just after he had celebrated four decades later Senator Jay Bowerman became acting governor, at age 33, during the illness of Governor Benson.

Born in Boone County, Mo., July 30, 1832, young Woods came to Oregon with his parents, Caleb Woods. His education, in Missouri and Oregon, was sketchy, though he was for a time enrolled in W. L. Adams' unnotorious titled "Yamhill University" and later studied in McMinnville College. He studied law, passed the bar examination and made himself a distinguished lawyer.

Governor Woods served in many events both statewise and nationally. These were the days of "reconstruction" and the Andrew Johnson impeachment; the political bitterness was loudly echoed in Oregon, curtailing achievements of Wood's administration.

Crook Leads Campaign

Indian marauders killed many settlers, inflicted unspeakable barbarities, ran off thousands of horses and cattle, and forced many ranchers to abandon their homes. Commerce and communication in Wasco, Grant, Baker and Umatilla Counties were seriously crippled.

Governor Woods, desperate, urged a war of extermination. The War Department shrank from the extreme severity, but it took a most rigorous campaign led by Major General George Crook to subdue the Indians.

With so much trouble on his hands, Governor Woods neglected, in many cases, legal the matter of selecting state lands under terms of the act of the day and that, plus Indian trouble, handicapped his term.

[illegible] federal grants." The consulting [illegible] Prof. F. G. Young, U. of O. social scientist, wrote in Oregon Historical Quarterly in 1916, "in the handling of these lands from the beginning [illegible]

[illegible] portal [illegible] mental patients." The bill was favorably passed and signed, but the legislature was urging also construction of a [illegible] statehouse.

Legislators Recall Bill

The governor, who had organized Republican clubs in the late 1850s, had a bitterly hostile Legislature on his hands. Democratic leaders sought unsuccessfully to force a recount of the vote for governor in 1866, when Woods' margin had been only 268. They tried, too, to redistrict the state "gerrymander" was the Republicans' term) in the interest of Democratic candidates. The Republicans countered by resigning from the Legislative Assembly. The regular appropriations had not yet passed, but without a quorum action was impossible and the state had to ride out a two-year period without the needed funds.

Governor Woods almost succeeded in getting a $40,000 appropriation for a state hos-

Under an act passed in 1868 the Governor appointed a land commissioner. He and the secretary of state and the state treasurer made up a board of commissioners for the sale of lands and the management of common school funds.

Woods urged establishment of a Bureau of [illegible] grazing to promote stabilization on the reservations of the state. He wanted a separately organized Supreme Court.

At the end of his term Woods moved to San Francisco to practice law but later served a [illegible]-year term as governor of Utah territory. He died in Portland January 8, 1890. He was only 57.

Governors of Oregon—No. 6

WILLIAM THAYER

Laws on Public Lands Reformed

By GEORGE S. TURNBULL

William Wallace Thayer, sixth governor of Oregon, takes high rank among the executives for his attention to the interests of the people in handling the public lands. After his governorship he was for 10 years a member of Oregon Supreme Court.

An upstate farm boy, Thayer was born in Lima, N.Y., July 15, 1827. With only the barest of formal schooling he made an outstanding reputation in all three branches of the government. He was admitted to the bar in 1851 and practiced for 11 years in Tonawanda and Buffalo, then came to Oregon and began the practice of law in Corvallis with his brother, A. J. Thayer. Removing to Idaho in 1863, he was, within four years, elected [illegible] of district attorney in those [illegible] that part to return to Oregon in 1867.

Thayer practiced law in Portland for 11 years, then the Democrats elected him governor. He devoted himself assiduously to correction of errors and elimination of abuses wherever he could reach them.

Land Reforms Pushed

His predecessor, Gov. Grover, had called on vigorously the work of protecting the interests of the bona fide settler, checkmating the speculator, and giving the [illegible] price for its land. Gov. Thayer continued reforms and demanding the end of the legislative practice of mak[illegible] [illegible]on expected [illegible] those actual residents from such land sale.

This governor further [illegible] stated that public lands [illegible] sold and sold to [illegible] [illegible]tion would [illegible] a million acres.

[illegible] nearly that number of dollars.

In the field of taxation, Gov. Thayer noted the failure of the State Board of Equalization to function as expected in adjusting the burden and expressed doubt that "an institution of that character can be rendered practical." He wanted the equalization board made up of the whole group of assessors; he wanted assessable property assessed at its full cash value.

The appropriation that built the state hos-

[illegible] lobby made a hard fight to preserve the private contract system, but, with the aid of Governor, the public hospital bill was passed.

Noteworthy changes in the administration [illegible] comparatively short time" when speed[illegible]

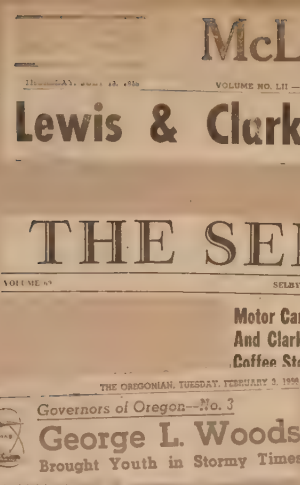
When Gov. Thayer died, Oct. 15, 1900, The Oregonian said: "He has left the impress of his character on the state [illegible] He was

William Wallace Thayer, Oregon's sixth state governor, was born a New Yorker. He practiced law in Corvallis, went to Idaho and served in Idaho territorial legislature before returning to become Oregon governor in 1878.

were the establishment of the Supreme Court as a separate judicial unit, therefore the current judges had, in appealed cases, passed

[illegible] estimation of the state schools for the deaf and the blind was requested as a basis for better organization and increased efficiency.

The governor thought the new state Capitol, for complete which his Legislature made additional appropriations in 1879, too big for the wealth and population of the state.



Oregon's third state governor, George Lemuel Woods, was only 24 in 1856 when he took office in the "recess days after the Civil War. Bitterness was the most noticeable feature of political [illegible]

THE [illegible] TINEL

No. 17

WE ARE INTERESTED IN YOUR WELFARE

Published Every Thursday Morning

CLARKSTON EXPEDITION ARRIVE IN ONAWA

[illegible]idge Tribune

And The Mobridge Journal

[illegible]H DAKOTA THURSDAY, JULY 19, 1956 14 PAGES

Lewis and Clark Caravan To Stop Here Monday

[illegible] return 150 years ago — will stop in Mobridge Monday noon long enough for the members to lunch with the Rotary club here.

The caravan

Governors of Oregon—No. 8

Sylvester Pennoyer

He Clashed With a President

By GEORGE S. TURNBULL

Democrat. Po[illegible]

[illegible] His administration [illegible]

[illegible] was the governor [illegible] [illegible] [illegible]

McLean County Independent

Lewis & Clark Caravan Visits in Garrison

This picture ... s members of the Lewis and C ... from last Sat...

W. H. Mundine ... master
Newell Wretling ... ...
Independence ...

... Clarkston

... Club arrang... of ... on the half of ... Nichols church with St. Ann's Altar Guild cafeteria.

Mayor Newell Wretling and ... Dedrick ... Walker met ... at the ... corner to bring them into the ... under police escort. At the church a group of representative citizens lunched with the party. Mayor Wretling gave the official address of welcome. Mrs. Esther Horn, a great granddaughter of the famous Sakakawea, interpreter of the original Lewis and Clark Expedition, replied stating the purpose of the present caravan as keeping history alive in the consciousness of the present generation. Mrs. Horn is a teacher at the Indian School in Wahpeton. Mrs. Anderson of Jamestown is traveling with the caravan as journalist compiling the story of the present expedition which is to be deposited in the Library of Congress in Washington.

Mr. Harold Cole, leader of the group spoke on the proposed Lewis and Clark highway. A bill presently in Congress, provides for a cross-country highway following the Missouri River to its source and continuing to the site on the Pacific where the intrepid explorers first sighted the ocean. He is enlisting support for the historic highway in the communities along the route where they make night, luncheon, breakfast and coffee stops.

Cities and towns along the way are entertaining the group of six couples and the two women mentioned to give them an opportunity to tell the story of their trip along the route approximately following the trail of the original expedition with concessions to modern travel convenience. Members of the party are traveling voluntarily. They dress in buckskin reminiscent of the costumes of 1806, except when hot weather compels modern comfortable dress, as on the day they were in Garrison.

The caravan spent the week-end in Washburn on the site of Old Fort Mandan, where the original Lewis and Clark Expedition spent the winter of 1804-1805 with the friendly Mandans. To mark the historic site a bust of Sakakawea, done by the sculptress Ida Busek Prokop Lee and modeled by Mrs. Horn, was unveiled in a ceremony on Sunday afternoon.

Footnote To History

Present day Americans just ... realize that the western boundary of the original United States extended no farther than the Mississippi River. Spain held all territory from there to the ... [illegible] ... Mexico ... [illegible] ... and Monroe to ... [illegible] ... about the deal and he and Ja... [illegible] ... signed the sale contract on April 30th. President Jefferson called Congress into special session to approve the purchase. After furious debate the Senate finally ratified the treaty on October 19, 1803. To us it seems incredible that such a favorable negotiation should have met with any opposition, since it nearly doubled the territory of the United States.

The boundaries and the character of the newly acquired territory were but vaguely known at the time President Jefferson sent Merriwether Lewis, a woodsound explorer who had been Jefferson's private secretary, and Captain William Clark on an exploring expedition. Their party of 30, excluding Indian guides, left St. Louis May 14, 1804, 1000 miles up the river they established winter camp at Fort Mandan, present site of Washburn. During the winter Lewis and Clark ... [illegible] ... Charbonneau and his Sacakawea as guides to accompany them on their further route. The Indian's linguistic proved exceptionally valuable since she spoke all the dialects of the tribes from here to the coast. Thus a native of North Dakota, possible of Mc-Lean County, played an important role in the exploration of the Louisiana Purchase, which added incalculable value to the United States.

The Expedition left Fort Mandan, April 7, 1805 and arrived at the mouth of the Columbia River on the coast, November 15. After wintering on the coast the expedition began the return journey March 22, 1806 and arrived in St. Louis, September 23, with a mass of unique data, meteorlogical, geographical, ethnological, botanical and zoological.

W H M

The JOURNAL

PUBLISHED IN AND FOR WOOD RIVER TOWNSHIP

WOOD RIVER, ILLINOIS, THURSDAY, JULY 26, 1956

Lewis & Clark Return Expedition Here Friday

The "Return" Lewis & Clark Expedition coming out of the west will arrive in Wood River at about 6:00 p. m. tomorrow (Friday) to be met by municipal authorities and civic organizations with plans for an elaborate celebration in honor of the historically minded people of the west coast who wished to memorialize the traditions of the world's greatest expedition 150 years ago.

Wood River Township will be the terminus of the voyage as it marked the preparation point and beginning of the original Lewis & Clark Expedition. In honor of the original frontiersmen a group of citizens from Clarkston, Washington conceived the idea of retracing the steps of the famous voyage of 150 years ago, by motorcade, showing the contrast in history and civilization between the two periods.

To give validity to the excursion the explorers will have in the personals of honor, the great great granddaughter of Sacajawea, who was supposed to have guided Lewis & Clark through the most feared sections of the great North west on their way to the Pacific. She will be dressed in the authentic regalia of her tribe. A picture of the Miss indicates that Sacajawea must have been a pretty guide.

Many years ago citizens of the west built two towns on opposite sides of the Snake River in honor of Lewis Clark. The town on the Washington side of the Snake is named Clarkston and the city of the Idaho side is named Lewiston. It was in Clarkston where the idea of the modern trek was born and citizens of that town are heading the delegation which will arrive here on Friday.

According to reports coming in to the offices of the Wood River Township Junior Chamber of Commerce, sponsors of the reception program, the motorcade is making good time since leaving Astoria, Oregon on July 15. Astoria is the terminus of the Lewis & Clark project just as Wood River Township was the site of the take-off.

The expedition Sundayed in Fort Mandan, North Dakota, where Lewis & Clark spent their first winter while heading west incidentally Standard Oil Company established a plant at Mandan just last year, which is reported growing.

On Friday the motorcade is expected to roll into Jefferson City, Mo. at noon where the Chamber of Commerce has made arrangements for a formal greeting and a noon luncheon. There a delegation from Wood River will meet the voyagers and conduct them under the proper auspices, to Wood River and the location of a marker pinpointing the location of the spot of embarking. This is not beyond the Standard Oil office building on Old St. Louis Road. Officials and a Police convoy from the Township will meet the excursion at the Clark Bridge in Alton and many more organizations will be on hand at the marker.

Carter Motor Company will furnish the official greeting car and the driver. The official car will ... [illegible] ... and ... [illegible] ... Missouri rivers, Mrs. Harry L. Meyer vice president of the Illinois State Historical Society flon Lewis president of the Madison County Historical Society and Representative Ralph Smith.

Richard Wilson chairman of the reception program for the Jaycees announced today that the arrangements for the banquet are still coming on and that the committee has ordered extra services to care for those who may find out that it is possible for them to attend.

Organizations volunteering to participate in the reception at press time include the Veterans of Foreign Wars, Wood River Rotary Club Roxana Rotary Club, Moose Lodge East Alton Senior Women's Club Wood River Junior Women's Club Wood River Senior Women Club Wood River Junior Women's Club, Boy Scouts Girl Scouts

Wilson requests that ... [illegible] ... volunteering on Friday should telephone 4-4344.

Besides the guests of honor the official welcoming committee will include Mayor Jean Kraber of Wood River, Mayor Charles Van Pelet of East Alton, Otto Brauer, East Alton president of the Wood River Township Chamber of Commerce, and Roger Harris, president of the Wood River Township Junior chamber of commerce.

The Veterans of Foreign Wars have reported that their contribution to the welcoming will include the Alton Volunteer Emergency Corps, Transportation Supply and Maintenance Command of the Army of St Louis the VFW Color Guard and the VFW Disaster Truck.

Loyal Palmer has promised to have at the banquet maps and illustrations of the local territory in terms of Lewis & Clark and also play for all to study. He will also outline the history of the expedition as regards the local interest. Palmer is well read on Lewis & Clark history and will be able to answer any question the group may not quite clear to the audience.

Arrangements have been made for the banquet at the Eastbluf Park in wood River ... [illegible] ... has been prepared for the comfort of the travelers for Friday night but the banquet may last into the evening the City of Wood River has arranged to expedite the encampment of the expedition. While the banquet is in progress, so the folk will not have to emerge from the banquet at a late hour and make all the preparations for camping out.

Plans for the inspection of the site for the Lewis & Clark Park are still in abeyance as the State has not yet arranged any campsite facilities there. It is reported the technicalities are delaying the realignment of a road into the memorial and that improvement of the acreage will not be started until the entrance to the area is completed. Many of the explorers may want to see the location and while it is not ... [illegible] ...

The Bonesteel Enterprise

County Newspaper | Bonesteel, South Dakota | Thursday, July 26, 1956 | Official Cats

1956 Lewis & Clark Caravan Visits Rosebud

The Lewis & Clark caravan of 1956 which originated in Astoria, Oregon and is proceeding down to St. Louis, Mo. passed thru the Rosebud on its way from Pierre Tuesday. A stop was made at Ft. Randall Park where a delegation from Gregory, Burke and Bonesteel met the group and partook of a buffalo dinner.

Talks were given by Will Robinson of the South Dakota historical department who introduced members of the caravan.

Lewder, as Capt. Lewis was known, and his wife from Clarkson Wash. Guide ... [illegible] ... was Mrs. Esther B. Horne from Wahpeton, N. D. great great granddaughter of Sakakawea the bird woman of the Lewis & Clark expedition. Capt. Clark was Jerry McAllister and his wife from Astoria, Oregon.

Others in the group were Mr. and Mrs. Ted Kiggens from Eastacada, Ore. Mr. and Mrs. L. D. Leman from Monitor, Ore., and Mr. and Mrs. H. J. Hull ... [illegible] ... Marguerite S. Anderson of Jamestown, N. D. was keeper of the L. & C. Journals of 1806-6 which will be presented to the Library of Congress.

The group is not only selling attention to the importance of the Lewis & Clark expedition but asking for support to the proposed Lewis & Clark 4 lane highway, some of which is already completed from St. Louis, Mo. to Astoria Oregon.

In the group from Bonesteel were Mayor A. E. Biskiloh, C. C. President Louie Lane, Publisher Joe Dvorak and E. A. Humphrey.

Burke and Gregory were also represented by delegations.

Pictures of the group will be published next week.

July 26, 1956

THE PARK COUNTY NEWS, LIVINGSTON, MONTANA

Granddaughter of Sacajawea Retraces Route of 150 Years Ago

Modern-day Lewis and Clark and Sacajawea, portrayed by her great granddaughter, last week were retracing the route of 150 years ago of the famous explorers and their guide, stopping in Livingston for an outdoor lunch in an appropriate spot, Sacajawea park. Sacajawea, to whom both Lewis and Clark understandingly credited with much of the success in their dealings with Indians and the route which they followed, was cast aside by Charbonneau, the half-breed interpreter of the expedition and her husband, at St. Louis. She returned to her Indian relatives and eventually married a member of the tribe. Sacajawea's great granddaughter is a friendly, gracious, charming and interesting conversationalist. She is Mrs. Esther B. Horne of Wahpeton, N. D., a member of the Wind River Shoshone tribe, a graduate of Haskell Indian Institute and the University of Minnesota, a teacher at the Indian school at Wahpeton, mother of two daughters who are students at Jamestown college in North Dakota. Her husband is a Hoopa Indian from northern California.

... [illegible] ... Tuesday, July 17, ... Mrs. Horne ... great granddaughter of Sacajawea ... [illegible] ... Bottle Mehmert at the Carling Custer Indian ranch. Ft. Custer. She was ... [illegible] ... Lewis ... [illegible] ... Captain Lewis, ... [illegible] ... of Clarkston, Wash., Marguerite S. Anderson of Jamestown, N. D., is the "keeper" of the journal on the 1956 return trip.

The group was served lunch by the Chamber of Commerce with Phillip Brouse and Florence Overfelt serving. Mayor ... Anderson welcomed them formally to Livingston ... [illegible] ... Chief of Police ... [illegible] ...

THE KANSAS CITY TIMES, FRIDAY, JULY ...

RETRACE TRAIL OF PAST

PERSONS TRAVELING LEWIS AND CLARK ROUTE VISIT FORT OSAGE

Group of Residents of the North ... west is on the Last Leg of Its 3,700 Mile Tour

... [illegible] ... which Lewis and Clark ... [illegible] ... Osage Site ... [illegible] ... The Lewis and Clark caravan ... [illegible] ... the last leg of a 3,700 mile ... [illegible] ... by Harold Cole, Clarkston, Wash., and Jerry McAllister, Astoria, Ore. Included in the group of ten persons ... [illegible] ... is Mrs. Esther ... [illegible] ... Horne, great granddaughter of Sacajawea, Indian guide for Lewis and ... [illegible] ... The caravan has met at Fort Osage in Judge William T. Ran... [illegible] ... with representatives of the Jackson County court and Ed C... [illegible] ... Independence representa... of the Independence Cham... [illegible] ... adjutant general of the Native Sons of Kan... [illegible] ... Osage Site. The group leaves this morning for Wood River, Ill.

Sidney Herald

PIONEER AND OFFICIAL NEWSPAPER OF RICHLAND COUNTY

SIDNEY, MONTANA, THURSDAY, JULY 26, 1956

Lewis and Clark Return Expedition Has Fine Welcome in Stop Here

Sidney and this community was highly honored when the original itinerary for the 1956 return section of the Lewis and Clark Expedition was changed and a surprise overnight stop was made here last Friday.

Dan Price, secretary of the Sidney Chamber of Commerce, was the first to learn of the change and immediately summoned as many residents as possible, especially the old timers, and did all he could to publicize the affair in a short time.

Mr and Mrs Bailey Fisher and George Kemmis, representing the local "Pioneers of the West", joined the tour in Glendive and a delegation from the Chamber of Commerce headed by President Dean Beck and Secretary Dan Price met them as they approached Sidney.

They were taken to the High School park where a large crowd was waiting to receive them. A picnic lunch was served by Mrs Bertha O'Brien and Mrs Mabel Simard after which Ray Wright, local broadcaster, interviewed each member of the group over a loud speaker, and Ralph Osborne took a number of pictures which he gave to the Chamber of Commerce.

The personnel of the expedition was made up of Mrs Esther Horne of Walpeton, N Dk, Harold Coe of Clarkston, Wn and Jerry McAllister of Fort Calstrop, Astoria, Oregon, and their wives; Marguerite Sanderson of Jamestown, N Dak; Harry J Hill and his wife of Nesperece, Idaho, L D. Seman and wife of Monitor Oregon, and Ted and Erma Riggess of Estacada, Oregon. All are members the National Historical Soc. and have the preservation of historical locations and a knowledge of them at heart.

Mrs. Horne, a Shoshoni Indian, is a direct descendant of Sacajawea, the guide for the Lewis and Clark Expedition of 1805. She takes her great, great grandmother's place in this trip over the original trail of 150 years ago. She is a very fine speaker as she proved to all who heard her and those who were out for this meeting in Sidney will have the privilege of hearing her interview with Ray Wright over the air soon. Her personality and beauty is unexcelled and appeals to both old and young. She travels in buckskin suits, similar to those worn by both Capt Clark and Capt Lewis. Her talk on the American Indian and his place in our society today was a masterpiece and should be heard by all.

Mrs Horne has been enthusiastically received at every stop on their route, and quoting one interviewer, "North Dakota can be justly proud to claim her as a citizen".

Harold Coe portrays the part of Capt. Lewis in this expedition with Jerry McAllister as Capt Clark. Marguerite S Anderson is the keeper of the Journal and is a very intelligent and interesting person and closely attached to Mrs Horne. Harry Hill and his wife "Cy the golden couple, acting as camp fire leaders and leaders in camp lore. Others of the group are essential to the expedition but their duties are not as specific as those mentioned.

After the meeting in the high school park, rooms were secured for them at the Labahn hotel where they were taken to Richland park, where a fine camp fire supper had been prepared and was served by Mr and Mrs George Kemmis, Mr. and Mrs Fisher, Mrs. Eliza Chadderdon, Miss Geneva Combes and Mrs. George Albert.

Following the supper over 300 residents of the community gathered to witness the beautiful camp fire program.

Mrs Horne's address will long be remembered by those who heard it It was an interesting account of her great, great grandmother's experiences, the life and ideals of her people, and their belief in right living has been handed down through the generations. (Her address will be published later if available.)

Mr Coe spoke enthusiastically of the hoped for Lewis and Clark highway, and pointed out that local negligence shown by not burning restored old Fort Union, the historical spot at which Lewis and Clark met after their long journey down the Missouri and Yellowstone rivers. That, he said, "should be rebuilt and become a museum in their memory".

After the program at Richland park Mrs Horne and Mrs. Anderson, as guests of Mr and Mrs Fisher, called at the home of Miss Geneva Combes, where they were each presented with a book on western life which they will greatly prize They were also entertained that evening at coffee at the Maurice Otto home.

Saturday morning the Fishers guided them out of Sidney very early, headed for their destination, St. Louis, Mo., which they hoped to reach by July 27.

The expedition left Astoria Oregon, Sunday morning, July 15. Places stopped at enroute were Clarkston, Wn.; an Indian Grave Lookout in Idaho, 9000-ft above sea level, Salmon, Idaho the birthplace of the famed Sacajawea, Dillon, Billings and Pompey's Pillar The latter is now being made into a park The Pillar is named for Sacajawea and, whom she carried with her on her trip as guide for the Lewis and Clark expedition

Professor Hanson of Dillon guided the tour from there to Glendive When they left Sidney they planned to stop at Tioga for breakfast and be in Mandan that night, where they were to be met by Mrs Horne's husband and children Here they were to have a day of rest before continuing on their journey to St Louis

LEWIS AND CLARK RETURN EXPEDITION GROUP GUESTS HERE FRIDAY NIGHT

Pictured above in the park are the three stars of the return expedition cast Standing at extreme left, Mr. McCallister (Captain Clerk), and seated, Mrs. Horne (Sacajawea), and Harold B. Coe (Capt. Lewis). Others in the picture, left to right, are George Kemmis, holding flagstaff; Bailey Fisher and Mrs. Bailey Fisher, Mrs. Marguerite Anderson, Jamestown, N. D., and Dan Price, secretary of the Sidney Chamber of Commerce. Read story of visit on this page.

Back row standing, left to right: Mrs. Esther Thorne, Walpeton, N. D., great, great granddaughter of Sacajawea; Sheshoni Indian guide for the expedition in 1806. Mrs. Harold Coe, Clarkston, Wash.; Mrs Harry J. Hill, Nesperce, Idaho; Harry J. Hill (kneeling); Mrs. Marguerite Anderson, Jamestown, N. D.; Mrs. T. T. Kiggins and T. T. Kiggins, Estacada, Oregon. Seated, left to right: Mrs. Jerry McCallister, Astoria, Ore.; Mrs. L. D. Seman and L. D. Seman, Monitor, Ore.; Harold B. Coe, Clarkston, Wash. Jerry McCallister, Astoria, Ore. Other pictures of the group with local people are being held for next week's Herald for space reasons. All photographs by Osborne Studio, Sidney

COLUMBIA DAILY TRIBUNE

Associated Press — COLUMBIA, MO., THURSDAY, JULY 26, 1956

THE DAILY REPUBLIC Mitchell, S. D., Saturday, July 28 1956

Early-Rising Presho Group Greets Lewis-Clark Caravan

Pictured above, just before the visitors departed after breakfasting at Presho are left to right, Jerry McAllister Astoria Ore., in the role of Capt. William Clark; Mrs Esther Burnett Horne of Walpeton, N. D., great, great granddaughter of Sacajawea; Harold B. Coe, great grandson of Sacajawea; Harold B. Coe of Presho and Harold Coe, Clarkston, Wash., leader of the expedition, who portrays Capt. Meriwether Lewis

(Republic News Service Photo)

By Republic News Service

PRESHO — The 1956 Lewis & Clark Return Expedition from Astoria Ore to St Louis, Mo was welcomed by a small group of early rising Prashonites Tuesday morning.

The caravan of 12 cars included about 20 persons and was escorted into the city by Game Warden Chester Hilburn and Sheriff Leo Mrs Howard Parks who later accompanied them as far as Highway 47 east of Reliance where they were met by other officials who escorted them to Burke.

A reception committee provided music by the Presho high school band and welcomes by Mayor A. B. Rose and Paul Olson Presho Lions Club president Members of the Friendship area breakfast guests of the Prashokya Club before resuming their journey along the route Lewis & Clark used 150 years ago.

Traveling with the caravan from South Dakota were Robert Gilbertson Mrs. Ken Peters, of the Chamber of Commerce, both of Mitchell.

Sponsor of the 1956 Expedition from Astoria Historical Society author the discovery of Mr Rose has penned a booklet, "Journal of Lewis & Clark While near Terre Rept 22-28 1804 to 6:45 A.M. 1806" which is being distributed by members at the various stops.

The expedition is being sponsored by the Lewis-Clarkston Association of Clarkston, Wash in commemoration of the return from the Pacific coast of Lewis & Clark 150 years ago this year.

Purpose is to call attention to the need for completion of the Lewis & Clark Highway and the importance of the Lewis & Clark Trail to the section of the States included in the Louisiana Purchase.

Leader is Harold Coe Clarkston, Wash., executive secretary of the G.C.A., who led the westward trek last summer. He Coe portrays Captain Meriwether Lewis; Jerry McAllister, Astoria, Ore., is in the role of Captain William Clark. Both were veterans in frontier costumes.

Their cars carried the U.S. flag and also an exact replica of the Lewis & Clark flag of 15 stars and 15 stripes Mr. Coe explained that the Federal Government gave the explorers a good supply of flags to present to the Indians they encountered on their journey to the north west as a friendly gesture and symbol of the Great White Father.

MORE MORE MORE

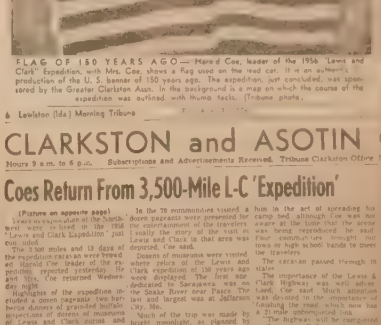
The only woman in the country who will have a framed copy of the 1956 Lewis & Clark Return Expedition is Marguerite S Anderson, Jamestown, N.D., who joined the group at East Lone Trail, N. Dak.

Miss Anderson is including the meeting in her memoirs and will have thousands of signatures of persons whom she met as she as living witnesses to the expedition. Rather she will present the journal to the Library of Congress.

A descendant of Sacajawea, the lord woman who led Lewis & Clark Expedition, Mrs. Esther Horne will accompany the party to the Pacific Coast was also a member of the group She is Mrs. Esther Burnett Horne, an instructor in the Wahpeton Indian School, Wahpeton, N.D., who is the great, great granddaughter of Sacajawea. Mrs. Horne was wearing an Indian costume.

Others making the entire journey were Mrs Coe and Mrs McAllister. Mr and Mrs Ted Kiggins, Estacada, Ore.; Mr and Mrs L. D Lenon Monitor Ore and Mr and Mrs Harry Hill, Nez Perce Idaho

Members provide transportation expenses and local officials the line provided by civic clubs from one



FLAG OF 150 YEARS AGO — Harold Coe, leader of the 1956 Lewis and Clark Expedition, with Mrs. Coe, shows the flag, a replica of the flag of 15 stars and 15 stripes, a production of the U. S. banner of 150 years ago. The expedition, just concluded, was sponsored by the Greater Clarkston Assn. In the background is a map on which the course of the expedition was outlined with Mundo tacks. (Tribune photo.)

6 Lewiston (Ida.) Morning Tribune

CLARKSTON and ASOTIN

Hours 9 a.m. to 6 p.m. Subscriptions and Advertisements Received. Tribune Clarkston Office

Coes Return From 3,500-Mile L-C 'Expedition'

(Picture on opposite page)

Years of preparation of the Northwest were relived in the 1956 Lewis and Clark Expedition' just completed.

The 3,500 miles and 13 days of the expedition can also be termed a great success.

Starting at Fort Clatsop near Astoria July 15 the expedition moved eastward over the course the Lewis and Clark in 1805 The caravan followed the course of Lewis and Clark when the latter headed north in what is now Montana.

Only 11 members followed the entire course Leaders dressed in authentic costumes of 150 years ago were Coe as Meriwether Lewis and Jerry McAllister as Lewis as William Clark and Mrs Esther Horne of Walpeton, N.D., as Sacajawea. Mrs Horne is a great great granddaughter of the Indian woman who guided Lewis and Clark

The trip over the Lolo Trail was the most exciting and venturesome of the expedition, Coe said.

Had To Reopen Road

Part of the expedition were the first to cross the trail this season They were escorted by forest rangers who were obliged to stop here and there to cut away a tree

In the 70 communities visited a dozen pageants were presented for the entertainment of the travelers usually the story of the visit to Lewis and Clark in that area was depicted, Coe said.

Dozens of museums were visited where relics of the Lewis and Clark expedition of 150 years ago were displayed The first one was dedicated to Sacajawea was on the Snake River near Pasco. The last and largest was at Jefferson City, Mo.

Much of the trip was made by water nonetheless, as the speed of the expedition leader. But the one hour boat experienced was not a big part of that plan The first "route" was at Idaho City on Mont where the thermometer registered 30 at Pierre S D the residents went ahead with their barbecue, though the heat reached 103 Falls City, Neb., was even worse with 108

The expedition, which started off with only a dozen cars, finished with a dozen cars and a small fleet of boats. It concluded with the record breaking 20 months persons, at Wood River Ill the last stop.

Everywhere the caravan was greeted by crowds Coe estimated that at least a quarter persons saw the caravan and its banners

The lead car driven by Coe carried an authentic replica of the U. S. flag of the 15 years ago It fluttered 15 stripes and 15 white stars on a blue field Its companion Flag was the present one of 13 stripes and 48 stars Passengers in the car were Mrs Horne (Sacajawea) and Mrs. Coe

All other cars carried banners of some kind. Coe said They were either advertised communities which they represented or some historical study group

The expedition was a subject for six hours of television and dozens of hours of radio programs Coe said Once the TV operator caught

Lewis and Clark Caravan to Stop Here Tomorrow

Chamber Secretary Ch... by word that expedition, sponsored by the Greater Clarkston Associ... tion of Clarkston, Wash., early in... promote the Lewis and ...

It follows a brief stop ... from the ...

Brother, Father Of Mrs. Coe Dead

Mrs Harold Coe's brother and father both died during the 1956 Lewis and Clark expedition, but never died. Through the ... until yesterday morning News of the death of her father arrived Lo... night.

Rudolph Dorr Jr. ... at a hospital at Billings, Mont.

Sidney Herald
PIONEER AND OFFICIAL NEWSPAPER OF RICHLAND COUNTY
SIDNEY, MT. THURSDAY, AUGUST 2, 1956

LEWIS & CLARK RETURN EXPEDITION GROUP PICTURES TAKEN HERE

Story of recent visitation in Sidney was in last week's Herald with other pictures

Ray Wright, KGCX announcer, with his tape recording outfit, interviewing Mrs. [illegible] great grandaughter of the immortal Sacajawea, Shoshoni Indian guide for the Lewis & Clark expedition in 1806, a century and a half ago. Mrs. Wright of Wanperton, North Dakota, a fluent, cultured lady and speaker, tells the story of the historic expedition as it was transmitted from one generation to the next in the line of descent from Sacajawea. Standing in the group is Mr. Jerry McCallister of Albany, Oregon who is portraying Captain Clark of the original expedition.

This picture shows Ray Wright interviewing for a tape recording, Mr. Harold Coe (Capt. Lewis of the return expedition). Others in this group left to right are Dan Price, Mrs. Bailey Fisher, Mr. Jerry McCallister, and President Dean Beck of the Sidney Chamber of Commerce. Photo by Osborn.

Bonesteel Enterprise

Bonesteel, South Dakota

PICTURE TAKEN AT THE FT. RANDALL PARK LAST WEEK OF THE LEWIS AND CLARK CARAVAN OF 1956 WITH LOCAL DELEGATION.

Capt. Lewis Caravan leader (Harold E. Coe of Clarkson Wash.) Mrs. Esther B. Horne Wahpeton, N. Dak., great grand daughter of Sakajawea, Captain Clark (Jerry McAllister, Astoria Wash.)

Members of the 1956 Lewis and Clark Expedition and members of a local delegation. With the Bonesteel delegation were Mayor Blakholb, Commercial Club president Louis Lane, E. A. Alexabrey. Joe Dwarak publisher of the Enterprise took the pictures.

Death Ends Career Of City Businessman August Hildebrand

WARRENTON BANNER

Covers Warren, and Part of Montgomery, Lincoln and St. Charles Counties.

WARRENTON, WARREN COUNTY, MISSOURI AUGUST 2 1956

Lewis & Clark Caravan Here

The JOURNAL

PUBLISHED IN AND FOR WOOD RIVER TOWNSHIP

WOOD RIVER, ILLINOIS. THURSDAY, AUGUST 2, 1956

WR Township Greets 'Lewis & Clark' Tourists

[illegible] and women arrived in Wood River on [illegible] evening after having retraced the Lewis & Clark Expedition trail from its terminus at Astoria, Oregon to its point of origin on the Old St. Louis [illegible]

Hosted over the Standard Oil Co. in Wood River [illegible] people were not alone on much of the journey as other people along the route, interested in the trail and history of the Expedition, joined en route and following convenient distance and then left out for other destinations or to return home. Fourteen were in the caravan from Columbia Missouri, as there is where the [illegible] from Wood River picked up the expedition and convoyed them through the rest of Missouri and into Wood River.

The motorcade made 70 stops from Astoria to Wood River. The leaders had sent out invitations to [illegible] and towns along [illegible] convoy through [illegible] some eating reservations. Sixty [illegible] of the towns had welcoming delegations and a [illegible] out to meet the caravan [illegible] out to the city hall, [illegible] Nation. L. Coe (Captain Lewis) of Clarkston, Washington, guide of the voyageurs, explained that they had been treated splendidly by every town and countryside from Astoria to Astoria.

A part of the expedition is re[illegible] and sponsored by the federal government other parts of it represented Historical Societies [illegible] Oregon, Idaho and North Dako[illegible] Marguerite Anderson of Jamestown, North Dakota, was Keeper of the Lewis & Clark Journal on the trip for the Library of [illegible]

Most of the people in the tour caravan from Columbia Missouri, [illegible] in an east west [illegible] from Fort Mandan, North Dakota to Astoria over the Lewis & Clark route. They became enthusiastic over the historic significance of the geography and landscape, vowed to repeat the perform[illegible] ance that year from west to east to include the point of embarkation at Wood River on that year's tour.

Mrs. Anderson was keeper of the Journal for the Library of Congress on the pilgrimage east, too. She keeps a log of the trip and the autographs of

(Continued on Page 8)

[illegible] north side of St. Louis County and [illegible] Chain of Rocks Bridge at Alton and [illegible] and Alton Police [illegible] pushed the [illegible] into Wood River [illegible]

The caravan was due in Wood [illegible] at about 6:00 [illegible]

It had to be the car car[illegible] Lewis' of the expedition reports that the reception in Alton River was the highlight of the whole [illegible] as it well might have been. Besides a host of citizens [illegible] a glimpse of Ex[illegible] [illegible] though she was not driving [illegible] Centre of the Wood River Police Department and the Alton Police showed experience in dealing with motorcades and had they been in charge in St. [illegible] have been a little [illegible]

Judd Bell for the Captain Lewis of the expedition reports that the reception in Alton River was the highlight of the whole [illegible] as it well might have been. Besides a host of citizens [illegible] a glimpse of Ex[illegible] [illegible] though she was not driving [illegible] Centre of the Wood River Police Department and the Alton Police showed experience in dealing with motorcades and had they been in charge in St. [illegible] have been a little [illegible]

Judd Bell for the Captain Lewis of the expedition reports that the reception in Alton River was the highlight of the whole [illegible] as it well might have been. Besides a host of citizens [illegible] a glimpse of Ex[illegible] a granddaughter of Sacajawea and the rest of the group, all [illegible] were on hand representing both Chambers of Commerce [illegible] communities, Boy Scouts, vete[illegible] organizations of the communities [illegible] veterans organizations and fraternal orders [illegible] Township [illegible] been written an[illegible] [illegible] Congress on the pilgrimage east, too. She keeps a log of the trip and the autographs of [illegible] Missouri St. [illegible]

[illegible] and to honor the visitors at the banquet at the Masonic [illegible] Richard Wilson [illegible] and chairman of [illegible] and was chairman of [illegible] acted as master of cere[illegible] members of the expedition but the [illegible] spent a great deal of his life memorializing the traditions of [illegible] &Clark Expedition. It [illegible] cognized Mrs. Harry [illegible] Alton vice president of the Illinois State Historical Society [illegible] for the purpose of getting into the [illegible] Palmer, Publicity Chairman of the Ten States and Canada Mississippi Valley Scenic Highway Association, who read excerpts from letters written by Capt. Lewis [illegible] on the success of [illegible]

The highlight of the evening, of course was the address by Esther [illegible] great great granddaughter of Sacajawea, the 16 year old [illegible] who guided the Lewis & Clark Expedition on a part of [illegible] to some of the implications in the recent motion picture which re[illegible] ated Lewis & Clark. Particular[illegible] did she object to the pictures showing fighting with the Indians [illegible] nd with any of the [illegible] She explained that a com[illegible] down by her tribe, the Sacajawea and there is not the slightest ba[illegible] hat history or in any [illegible] versions on file in any of the historical societies that the head dis[illegible] rung up between the famous explorers and any of the Indians they encountered.

She also defended the character of her great great grandmother, [illegible] that [illegible] trap[illegible] per Charbonneau while he was among her people. He took her to St. Louis where a son was born. Charbonneau was very mean to Sacajawea and she being of noble [illegible] one proud to stand any indignities so she started out with her six month old son to seek his [illegible] was back to the Shoshones. She seems to have traveled west to the [illegible] Indian Territory where she turned north and contacted Lewis & Clark beyond St. Joseph and traveled with them beyond the Snake River. Esther Horne explained that the Shoshones had a very rigid practice of snipping off the nose of any Indian maid who was not sure and steadfast in her affection and favors. She deplored the suggestion that Sacajawea weakened in her honor [illegible] where enroute. She remarked "I can assure you that my great great grandmother did not go around with a chipped nose."

Of historic interest at the banquet was the formal filing of an application for the non-profit corporation of the Lewis & Clark Society of America. The action was taken at this time to give some of the celebrities from the west an opportunity to become charter members of such a society. It was explained that no formal organization existed before Friday evening for the honor memorializing of Lewis & Clark and their return.

Richard Wilson took the tourists on tour on Saturday morning for a breakfast at the Lone Scouts and a visit to the Lewis Clark marker, which they did not get in on speed because of the lack of time on Friday evening. The travelers separated here, each to go on to other parts or return to their homes. Some of them went over to [illegible] to St. Louis and the Jefferson Memorial on Saturday. Esther Horne explained that she would travel relatives in Iowa for a time before returning to North Dakota.

Those completing the [illegible] were Harold B. Coe, Clarkston Washington; Mrs. Esther McCallister, Fort Clatsop, Astoria, Oregon; Mrs. Harold Coe; Mrs. L. D. Lenon, Monitor, Oregon; Mrs. Ted Riggins, Estacada, Oregon; Mrs. Esther Barnette Horne, Wahpeton, No. Dak.; A. M. McCallister (Capt. Clark), Astoria, T. T. Riggins, Estacada, Oregon; Mrs. Ann Meunier, Oregon; Marguerite S. Anderson, Jamestown, North Dakota.

Lewis-Clark Trek Ends · Wood River Is Final Stop

WOOD RIVER, Ill. (Special) [illegible] Rivers tonight, twenty-three cars [illegible] to the accompaniment of [illegible] sounds flying fl[illegible]

Excited scenes [illegible] town thousands of St. Louis area people who waited in tempera[illegible] degrees to welcome the Greater Clarkston Association [illegible] which arrived only twenty-eight minutes late after journeying 3,800 miles from the Pacific Ocean to the top [illegible] Soul steps of the Lewis and Clark [illegible] as it journeyed eastward 150 years a[illegible]

Tired and exhausted from the [illegible] rors of the 13 day trek, the expedition members at a banquet in their honor related some of the thrilling experiences that they had undergone, as for example the crossing of the Idaho wilderness across the most interesting single event of the expedition. It is through this area that the sponsors of the expedition, the Greater Clarkston Association also have fought an aggressive battle to bring about the completion of Lewis and Clark highway [illegible] the area.

More than a million people from [illegible] to Wood River saw the colorful expedition pass before them and thousands more thousands toward the approach of the Exposition's [illegible] signal the completion of the Lewis and Clark highway.

[illegible] television [illegible] magazines, from coast to coast covered the story. From a publicity standpoint, the event of this kind has ever received such favorable treatment from all [illegible]

CAPTAIN LEWIS Harold Coe

Township Entertains Cast of Lewis & Clark Drama After West to East Exploration Ending Here

Fort Clatsop at the mouth of the Columbia River in Oregon where Lewis and Clark and their pioneers landed after completing their mission from Wood River. The old structure has been restored to its original appearance. The "Key to the City of Wood River," being presented to the explorers in the lower right picture on this page, will rest permanently on the library at Fort Clatsop.

At the left representatives from the Junior Woman's Club of East Alton are greeting the expedition at the Marker in Wood River on Friday evening, July 27, 1956. They are in front seat, Mrs. Ervin Haydon and Mr. Haydon Mrs. Haydon is president of the Club. Behind Mrs. Haydon is Mrs. Charles Towey and behind Mr. Haydon is Mrs. Lorell Hicks. Both are past presidents. Above is the scene where the Wood River delegation made contact with the expedition in front of the Daniel Boone Hotel in Columbia, Missouri and below are Walter Hale, Howard Gold and Roger Harris rushing to meet some of the guests. A section of the crowd is in the background. To the right and above is a scene on the Courthouse lawn in Warrenton, Mo. where the Rotary Club served refreshments about the middle of the afternoon. That is coffee and doughnuts, on a table and soft drinks on the tub. Supposed to be a fifteen minute stop the hospitality of the people there delayed the caravan for 40 minutes. Immediately above is [illegible] Troop 27, sponsored by the Knights of Columbus and Cub Pack 3, sponsored by the PTA. Mr. Roland Waters at back is Cub Pack Leader and his wife Den Mother. They live at 455 George street, Wood River. The scouts met the expedition here.

At the left is Harold Coe, leader of the Expedition, describing the trip to the crowd at the banquet at the Masonic Temple in the evening. Mrs. Coe has on the bonnet and Mrs. Don Lewis is seen at the left. Mr. Lewis is there but hidden. To the right is Mrs. Richard Wilson. Inset is a scene at the Daniel Boone Hotel dining room in Columbia when the Chamber of Commerce served brunch. Above in regalia is A. M. McCallister (Captain Clark) of Astoria, Oregon, who presented Don Lewis, president of the Madison County Historical Society with the peace medal, replica of the one Lewis and Clark hung about the necks of all the Indians they encountered. The original and master medal is in the archives at Fort Clatsop. Also above to the right is Loyal Palmer, Publicity Chairman of the Ten States and Canada Mississippi Valley Scenic Highway Commission, regaling the Voyageurs with original letters and writings of Lewis & Clark. To the right of Palmer and above is Mrs. W. H. Trevilion, widow of the late Dr. W. H. Trevilion, who was among the first to subscribe to the incorporation of a Lewis & Clark Society of America.

To the left the delegation from the west had just inspected at more leisure the marker in Wood River locating the spot where Lewis & Clark expedition embarked for the northwest. To the right Mayor Ivan Kramer of Wood River presents the Key of the City to A.M. McCallister (front) and Harold Coe (back), upon their arrival here. The key will rest at Ft. Clatsop pictured at the upper left of this page. Others in the picture are Esther Horne, descendant of Sacajawea, Mr. and Mrs. L. D. Lennon, Manitor, Oregon, Mr. and Mrs. Ted Kiggins, Estacada, Oregon, Mrs. Marguerite S. Anderson of Jamestown, No. Dak., keeper of the Journal of the trip for the Library of Congress; Mrs. Coe and Mrs. McCallister.

Astorian Evening Budget

Aug 13 Aug 21, 1956

Lewis & Clark Trekkers Back in Astoria

Home from a five week-long good will tour, Mr. and Mrs. H. M. "Jerry" McCallister arrived Sunday with a car full of keys to cities on their trip and stacks of newspaper clippings. Mr. and Mrs. McCallister were part of the caravan which retraced the return trip of the Lewis and Clark expedition on the occasion of the event's sesquicentennial. The couple is shown above displaying the larger key to Wood River, Ill. where the return expedition received a big reception.

[illegible] official trip re- [illegible] expedition of [illegible] estab- [illegible] McCal- [illegible] Capt Wil- [illegible] each city on [illegible] and Fort [illegible] advantage [illegible] Astoria [illegible] culture [illegible] the state [illegible] [illegible] [illegible]

Lolo Hot Springs, and traveled with us to

and camp 1 Camp Clark

This is Lolo Police. Scene's operating was taken Lolo Hot Springs Park, was served by Hayes Clark

Sheets typed or written

High School foot ball [illegible] were entertained by 4 cimmed cats to theel

and also the Citizens. Every body Cl

during the Surprise of my life, I was permitted from private to Col

thanking me a Duck Skin Vest

Memorial Park an Indian tribe sang songs for our entertainment many features

above Sea Level. This was a rugged trip thru Virgin Timber, was very

Trail Markers

original L & C route thru these Mountains, of High Ridges and

Our next stop was

a general clean up, before going to city Park for Buffalo feed furnished

visit for

& Commerce, welcome by Mayor Andrews made a short Address (Lolo Hot Springs) Montana (Ceiling Butte County → Hot Springs) Jersey

Hot Springs
Montana
This was used
by Indians as
the W. Trail

7-19-56 - Big Timber Mont.

to city & the City park

Tom's Hut

Cup of Kaffee and seat & Luncheon

7-19-56 Billings Mont.

Met at Billings by Police escort. Then to Custer Hotel. where Tom his Museum & Lee as Guest. Use Mr. Custer next pass to following Morning about 70 Miles from Billings at 6.30 AM and served us Then a Tour of Pompeys Pillars where original Name of Capt Lewis is Carved into the Rock. The Col C. Custer was stationed Fort Custer and Fort Keogh as well Lieutenant

7-20-56

After visiting Pompeys Pillar marked on to Forsyth, Montana for breakfast at Hot Cakes and coffee about 30 people present for breakfast

Chamber of Commerce were hosts

7-20-56.

Received at Miles City by Mayor Denson for coffee break several people on hand to greet the party. Coffee served.

We were shown through the building where enlarged pictures of old time scenes by Chas Russ hung on wall. Estimated more than 100 pictures hung in this room we went through old saddle making shop, still in existence

Read Civil defense alert at 1.15 PM over radio between Miles City and Glendive.

7-20-56

arrived at Dan Cove Mont

met by members of delegation, also Chamber of Commerce

7-20-56

Stop at Stanley Mont

ask for Night

Gallons at the

Party put on the

Dan Fire Engine and made the usual

7-21-56

up early driving 139 Miles to Tioga North Dakota. was met by Chamber of Commerce delegation. This is an oil Town with growing pains. were Treated to a lovely breakfast. and after breakfast was taken to Well drilling operation. later was Taken on a Tour of the city here. Treated Swell here. every body went all out to Show a good Time. Each were presented with an Ounce Bottle of oil for a Souvenir.

Departed from here at 9 A.M

7-21-56

at Stanley Mont. for

7-21-56

Mont. Jamestown at 1 PM were served a nice Luncheon in basement of Catholic Church by the Ladies Civic Club.

K G Kempf.

Committee

W J McDonald

C. Stephenson

7-21-56

Miles on Washburn North Dakota for an all night stop

arrived at 7 P.M.

Camped at park not Night

7-22-56

Still in Washburn. the Ladies who were on the 1905 trip were brought

After Lunch we went to Ft. [illegible]

Hand by her Daughter

Official welcome was made.

T. J. Burke Supreme Court Judge

Response Simple present at Reception

Miles & Miles Taken at Garrison

left at Garrison at 5 PM Back to Washburn City Park. where the Ladies of Washburn Served us a lovely Picnic Style

we also took a ride across the Missouri on a one Man ferry boat as the guest of Mrs Kaplan Some boat. (Made of Metal by the Capt)

Our Party put on another of Our Bon fire Receptions and Time had by all at Washburn N.D.

7-28-56

Arrived at Bismarck N.D. 7 AM

El Zagal Shrinemen at Masonic Temple.
Mayor E. Lipp Presiding

Fine Temple. The Plainsmen
dressed in fancy Regalia.
Representing Indians -

Hazelton N.D

Arrived at Linton N.D. 10 AM
Met by Large Delegation of towns
people - Pupils - 90 pc High School Band
Served Coffee and Rolls

Band Played Several Numbers
While the Cty of Linton by the band

Band Together [illegible]
In an all Colors (Capt Jones)
" Clark)
Sacajawea,

We were Escorted from
Royal Scepters at Linton N.D.

Arrived at Mc
Yearbook Rotary Program
Mc Murphy Presided. [illegible]
Prayer Said over the Ferry
Mc Pierce Introduced Mc Robertson who
is State Historian of S.D who
will be with us thru the State
of S. Dakota. Mc Pierce added
Music to our program.
Robert Sites R.L. Harris
Program Chairman.

7-28-56

[illegible]
Mc [illegible]
Pres Com - F.C. Mc Pherson
Welcome Address -
Invocation - Rev J
Response - Wayne Mc
Address - Mr Henry Hagadl

Mc Reception

[illegible] Sioux Scenic Tour of [illegible]
Used the City Park
[illegible] Picnic Lunch
[illegible], where we were Served a
Basket Dinner. Hall was full
Estimate of 100 people attending
[illegible]

Indian Stab
[illegible] by Silver
Nation after Dinner

Left at 5 AM. 7-29-56
Arrived at Presho S.D. 8 AM
Met by Mayor. A.S Box and

Lyman County Herald.
City Band was also
US.
Breakfast was Served at Hutchs

Schedule Changed By passed Chamberlin
went by the way of Gregory S.D
on Hiway #47. took Hiway #18
to Burke and was met by the
Burke Delegation and Served
Buffalo Sandwiches, Coffee, Ice Cream
Charles A Adams Post Master.
Carl B Aumodt
Wm Cerry
Al Blackfield
This was arranged on about 1 Hour
Notice, by Telephone. was a nice
reception under the circumstances.

after Lunch we Taken
over to Randall dam on
River

Arrived at Wagner S.D at
2:40 PM was received by the
of C and Served Ice Cold
Drinks at the Hink House Cafe

7-29-56

Arrived at Yankton S.D at
4.30 PM Police Escort. Thru the
City Met by

Jim Lloyd Banker
C Feldman Lawer

M Scott - Yankton Daily Press
Served a nice dinner at Park.
our Crew Put on The Bon fire
Ceremony.
Very fine reception.
All Night Stop Here

7-29-56

Left at 5:30 AM Meeting on
to Vermillion S.D. was Met
by Mayor R.F. Patterson
H.C Gunderson Sec of C of C
V.E Montgomery Pres C of C
J.H. Benson Chaffee C of C
Elmer Treszew Rotary Club
R.J Krueger. Mgr N.W Bell Telephone
Were Served a nice breakfast
in a Drive in Restaurant 9 A.M.
Nice reception & meeting with
this Committee.

Arrived at Sioux City.
11.30 AM. Police Escort.
Stopped in Center of Street, Big Dist
to Put on a Radio Broad cast.
Interviews by Capt Clark - Jerry Mc
Lewis - Posted as
Sacajawea - Luther Hoven

Paul Buck - Acting Mayor
Ben Silver - K.T.I.V. News
Gene Flaherty - S.C.J. - KTI
over

Bob Howe - South Ok Historical Soc
acted as Master of Ceremonies
Many other citizens present.

Arrived at Onawa Iowa at
3:15 PM. Police Escort
Met by Mayor E.C Murlin who acted
as Master Ceremonies. at coffee break
Served at the Golf Club House
about 30 people on hand to
receive us
Wonderful reception.
This City boasts of the widest
Street in the world. 6 Lanes
of single Parking - with Double

Soma Street

Arrived at Council Bluffs Iowa
6 P.M. by Mayor Earl Woodard Jr.
Mr. Warren Hobson - of C of C
our

Posed for Pictures.
Pictures for Local Television
broad cast. Some of our party
Saw the Soma B.C. on television
Later in Evening, and reported
We did O.K.
Nice Crowd gather in the
Evening for our program and
to get acquainted. Nice Time.

Up again at 5:45 AM To Journey
across the river to Omaha Neb
for Breakfast served in the
Municipal Auditorium at RiverView
Park. Committee present.
[illegible]
Ruth " "
Dr John M Christlieb
Mrs " "
Mrs E Chaput.
Nice Breakfast.

7-26 5C

arrived at Plattsmouth Neb
8:20 AM Coffee break
Met by Citizens delegation

Mayor Bruce Gold - bid us welcome
Banker C.J Smyer - " "
Lions club
Rotary Club } Co operating on
C of C Coffee break

7-26-5 C

Arrived at Nebraska City Neb. at
9.45 AM - Served Apple Juice &
Rolls in City Park Nice Club house
Met by a large delegation from
C of C. was given a Can of
Beans processed by Local Concern

7-26 5C

arrived at Auburn Neb
Met by Mayor Fred Tehlman (Ford Dealer)
Served Coffee Cake at Memorial Park
Several other Citizens on hand to greet us

arrived Falls City Neb 11:30 P.M
Temperature 103° in Shade.
Coffee Break by C. of C.
Nice Pres C of C V.M Krondak
Member " Earl L. Kelly

Arrived at St. Joseph Mo.
at City Limits with Police Escort

52

We were escorted Fort Osage Park
where a another committee headed
by Judge Wm Randall. & Ed. C. Wright

Lunch was Served. Usual after dinner
[illegible]
Howard Driggs. National President
[illegible]
[illegible] addressed the Group after
[illegible]

Up at 4:45 am
Independence Mo. for breakfast.
Only a Couple of Blocks from
Harry Trumans Home
Escorted by Mayor P Weatherford
Ed Wright C of C
Wm Randall Co. Judge
also Dr Howard Driggs Nat Pres Trails Ass.
After Lunch assembled in front
of Trumans Home for Pictures
and to Meet the press. Mr. Truman
would of met our group, except
He had an Early Morning engagement
at Kansas City.

7-27-5 C

Our Next Stop Columbia Mo
arrived 12 NOON.
Coffee Break only
was greeted by Ed Krueger Pres C of C
Glen Kelly Sec C of C

Moved on To Jefferson Mo.
arrived at 1 PM
Met by delegation from C of C
Dick Roulette
Gene Gosch
in Drive
in Restaurant

Arrived at Warrenton Mo 3:30 P.M
By quite a Large delegation
in the City Park and greeted by

Sec. C of C. Frank Hellman
Rotary Club. E.A Pederson
a Delegation from wood river
Joined us here to Escort us
to Wood River Ill

One Hour Late. Due to Day Light
Saving Time. 2 Motor Cycle Officers
Took us in Charge and they took
us Thru. the city at 60 Mile
to help make up Lost Time

When. Sacaj Ride. were escorted to Large Park on out skirts of City. Where there was Large delegation of Citizens. and a Band Playing when we arrived

Due to the lateness of arrival Capt Lewis & Capt Clark & Sacajewa

presented a Large Key to the City of woodriver by Mayor ? Nime:

From this park we wer rushed to the Masonic Temple for a banquent

Mr. Don Lewis - President - Madison Co. Historical was Master of Ceremonies.

Note: The medal Mr Owen gave me at Astoria was presented to Mr. Lewis at this meeting. by Capt Clark or Jerry McCallister. was many people present and quite a long program this hearing our story The Yet however after ward Lasted until

11:30 P.M. very fine meeting in charge of Jaycees who had the Co operation of all the service Clubs & Citizens who certainly went all out for our reception. (11 11:30 PM were taken to water Dept. Grounds for all night Camp

Roster of Members making the

Harold Cox - Capt. Lewis. Clarkston Wa
Lydia Cox - wife Capt Clark
H McTerry McCallister Astoria Ore
Esther " " wife "
Ted Riggins Estacadia Ore
Erma wife
Mr. Lenon Mont
Mrs " wife "
Daughter of Sacajewa
Wishpeton North Dakota.

over

Sat. Morning - 7-28-56
up at 7.30 AM for a farewell breakfast, attended only by our own Group
Capt Clark acted M C. and every body had there say, all were glad they came, but sad to break up & say Good Bye Every body threw there arms around each other and planked were al most in tears at

before Leaving it was agreed that maybe in 5 years we would try & get together with the 1955 group c/o Re Voir & our separate ways.

Capt Clark

H.M.

Note:

Jaines town N. Dakota was keeper of Journal and has quite a Complete Log of our Trip as well as the 1955 Trip which will be published Later. and the orignal copy filed in the Congressional Library in Washington D.C. and will become history in

Margarette Joined our party

You will note that each place it was about some Routine.

Police escort
Official Reception - by Mayor Chamber of Com-Exs
Introduction of our Group
Brief Remarks at Coffee Breaks by Capt Lewis, Capt Clark, Sacajewa

on the purpose of the Trip. Sacajewa gave a discription of her Life and told some of things not written in the

Capt Clark addressed the present Time and the high Lights of our Trip. Camp Fire Ceremony put on by the whole party.

Astoria Fish Festival and Regatta Parade Sept 1st. 1956. 3 p.m.

Precision Marching

Precision military marching, done with such skill and showmanship as again won a first prize is captured in the above picture of the Oakland Naval station drill team. The group successfully defended the championship they won last year. At the band show on Saturday where they performed again the group's spokesmen said that the team enjoys coming to Astoria more than any other of the hundreds of players they... (A.B. Photo)

Girl Scouts Afloat

Audrey Moberg, 17, rode out the parade on the bow of King Salmon on the float entered by the Clatsop council of Girl Scouts. Wielding the fishing pole is Girl Scout Loretta Takala. Also on the float was Girl Scout Bobbie Norcutt. (A.B Photo)

Historical Society Winner

For the second year in a row the Clatsop Historical society entered ... in the Grand Regatta parade ... 15th annual parade ... second place winner ... the float, which had an historical flavor, carried a scene from early ... It was created by members of the ... society. (A.B Photo)

Adrift on Commercial Sea

Paul ... Tahkanen and ... pilot ... a canoe ... on their ... entry ... after ... the Grand Regatta Parade Saturday afternoon. The float was conceived, designed and constructed by ... members of the ... crew ... Paul ... pilot ... (A.B Photo)

Clatsop County Fair Booth

Clatsop county's booth at the ... fair in Portland ... The booth was installed by members of the agricultural ... committee ... Those who worked on it include Jack Wood, county agent, Merwin Johnson, LCDA, Hugh Winstanley, and Charles DeFoe, chamber secretary. Members of the committee and Mr. ... and Bjork, will man the booth during the week giving out literature and ... with the visitors the assets of Clatsop County. A similar booth will be placed in the ... at the International Livestock exhibition in Portland, October 20 through October 27.

Cannery Visitors

Robert J. Schoettler, above right, director of the ... Commission of ... president of Columbia River Packers Association, explains a cannery technique at the CRPA salmon canners here. Staff members of the two state ... fisheries committees visited ... canneries while on ... of fisheries ... tours.

Outdoor Cooks

Cooks for the parasite fishfry at Pier 3 on the Port Docks on Sunday are pictured above. They prepared enough fish to amply feed some 3000 persons. The salmon was prepared over a fire in a huge pit. The pit was dug by a bulldozer. Nearly a ton of salmon was on hand for the cooks. Pictured above in cooking garb are two of them, Frank Sesnick, Vancouver, and Joe Walker, Knappa. (A.B Photo)

Honor Guard on Parade

... of the ... guard at Tongue Point Naval Station who were the honor guard for the Astoria ... Regatta parade. The unit was given the ... for the first time this year. ... when spectators ... a smooth ... unit. Members of the unit, who were invited to participate in parade officials noted, to ... and most of the membership were on hand for the long march down Commercial and West Marine Drive. (A.B Photo)

Fish Food Railroad Train

A Bumblebee train, featuring three cars and an engine, was the float entrant of the Columbia River Packers Association in the Grand Regatta Parade Saturday afternoon. The three cars carried giant replicas of cans, all products of the company, and atop each can were three fishermen identical fishing garb. The float won a prize in the commercial float division.

female variety. They were dressed in

(A B Photo)

Marching Bagpipers

Portland's Scottish pipe band, one of two bag pipe units to appear in the Grand Regatta parade, as pictured above on their march down Main street during the Saturday parade. The other unit, the Lents Memorial bag pipers, won the grand prize for the division. They were also on hand for the big band show which drew a crowd of 5000 at Pier 3 Saturday afternoon. Members of the unit all hail from Portland.

(A B Photo)

Sept 15th 1956

Fort Astoria Dedicated

Historic Fort Astoria, partly reconstructed through the efforts of the Clatsop county historical society, the Astoria Chamber of Commerce and the Lions club, was dedicated in ceremonies during the 36th annual Astoria Regatta Pro-

bastion of

representa-

tion of Fort Clatsop which was a highlight of the

ceremonies. celebration here last year

Kansas Chief Greets Wagon Train

TOPEKA, Kan. (Special) — Kansas Gov. George Docking today greeted Oregon's Centennial wagon train here as the sturdy band of "pioneers" completed the most mileage—25—of any day since departure from Independence, Mo., last Sunday.

The governor shook hands with each member of the wagon party and presented wagon master Tex Seipps with a powder horn and two letters of greeting—one to Oregon Gov. Mark Hatfield, and the other to students at Lincoln High School, Portland, who had requested the communication.

As elsewhere along the old Oregon Trail, hundreds of

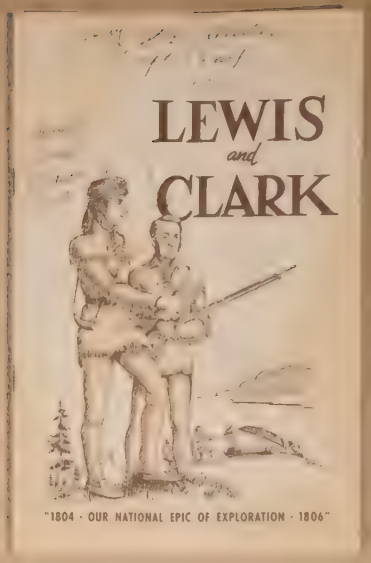
The Shawnee County sheriff's mounted posse escorted the wagons into town past the long lines of spectators to the fairgrounds where camp was made for the night.

The group is scheduled to break camp at 8 a.m. Friday, with the next stop off on Highway 24 two miles east of Rossville, Kan.

The wagon train was late reaching Topeka because of interest shown in the cavalcade, including a handful of young

sters who had come about 100 miles to see the Oregonians.

Seipps reported his band of below travelers horses, mules and equipment, all are in excellent shape



Astorian Wins Cash For School

DEATHS, FUNERALS

Alex Barry, Well-Known Portland Attorney, Dies

Alex G Barry one-time U S senator from Oregon, well-known Portland attorney and businessman and former state commander of the American Legion, died of a heart attack Sunday night at Portland General hospital. He was 65.

Barry, who served three sessions in the state legislature was a candidate for the Republican nomination of state attorney general in the May primary, but was defeated by Multnomah County District Attorney John B. McCourt.

The veteran politician had been in poor health for several months. He suffered a severe stroke about a year ago, but recovered sufficiently to resume his law practice and run for the attorney general's post. The fatal attack came about 10:50 p. m.

Barry's service in the U. S. senate was one of the most unique in the nation's history. Actually, he was a senator for less than two months and never did take the oath of office. He was elected in November 1928, to fill out the unexpired term of the late Senator Frederick Steiwer, who had resigned, but he lost his seat in January, 1939, to Senator Rufus C. Holman.

BORN AT ASTORIA

While maintaining his law office in the Yeon building, Barry also was vice president of the Production Manufacturing company, makers of machine products, at 1470 SW Front avenue.

Born August 23 1892 at Astoria, Barry was educated in Astoria and Portland public schools and enrolled for two years at the University of Washington. He started law at Northwest College of Law and the University of Oregon and was admitted to the bar in 1917.

Before he could set up his practice Barry joined the army and served as an artillery officer overseas during World War I. He returned to Portland in 1918 and opened his law office.

In 1930 Barry was elected commander of Portland post No. 1 of the American Legion and the following year was chosen Oregon state commander.

He was named to the Oregon relief commission in 1932 and served on the Oregon state liquor control commission from 1933 until his resignation in 1935.

Long active in the Multnomah Athletic club, Barry also was a member of 40 et 8, Elks, Portland Ice Hockey club and the American Oregon and Multnomah county bar associations. His fraternal memberships included Sigma Chi and Phi Delta Phi. His home was at 1481 SW Park avenue.

Surviving are his wife, the former Helen H. Beasley, whom

ALEX G. BARRY

G. Jr. Mill Valley, Cal. and William B. Barry, Portland; mother Mrs. Margaret Barry and sisters Catherine Barry and Mrs. Charles Whalen, all of Oakland, Cal.

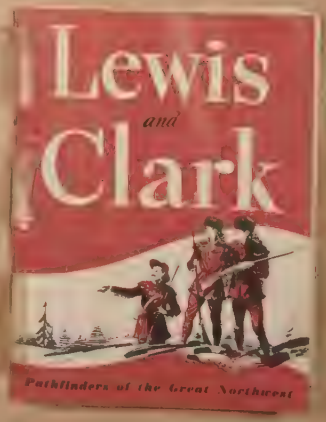
Funeral arrangements are being made by J. P. Finley & Son.

Dr. Carroll L. Whitney

Dr. Carroll L. Whitney, an osteopath in Portland for more than 20 years, died here Saturday. He resided at Cook, Wash. for the last six years but continued to maintain offices on SE Hawthorne boulevard.

Dr. Whitney was born at Fairfax, Ia., October 20, 1890. He came to Portland 37 years ago and became a member of several civic organizations.

Services will be held at 2:30



Historical Groups Set for Centennial

Tourists Can Increase Their Pleasure By Visits to Oregon's Many Museums

For the Oregon Centennial the state's historical societies and museums are working closely with other groups to provide a welcome to the thousands of guests expected during the celebration of Oregon's 100th birthday.

In addition to the Oregon Historical Society's museum in the Public Auditorium in Portland, there are local museums in many parts of the state.

Tourists visiting Oregon for the Centennial will increase their enjoyment during their stay by dropping in at some of these local museums.

As for scholars, they can find historical documents which will give details in many fields. At the state archives in Salem, for example, Archivist David Dunlway has compiled names of families in Oregon in 1850.

Oregon is the only state where county archives, 26 in all are so directly associated with the state group. The Oregon Historical Society also has an unusual and important alliance with the entire government structure of Oregon.

It is the group responsible for the proper location and marking of historic sites on the state and, because of its affiliation with the Oregon Geographic Names Board and other state agencies, handles several hundred problems which are presented to governmental departments.

In depth and value the society collections are generally conceded to be among the finest in the country. Since their establishment almost five million students, scholars and writers have used the collections.

Story on Opposite Page

RELICS Grant County Museum at Canyon City grew from collection of Charles Brown, curator. Cabin of Joaquin Miller, the Poet of the Sierras, who was first Grant County judge, is next to museum.

CANOE Thomas Vaughan, director of Oregon Historical Society, inspects old Indian canoe built from a solid cedar log. In background is a covered wagon brought across plains in 1845 by T. M. Blair.

PLAYS Martin Schmitt, curator of the Oregon Historical Society, is shown at desk with original posters for early amateur plays in Portland.

MANSION The old Flavel mansion in Astoria, built in 1883, is the present museum for the Clatsop County Historical Society. It is shown above (right) in a 50-year-old print from files of the Oregon Historical Society. The building, home of Capt. George Flavel, is a superb example of Victorian architecture.

COACH A stagecoach once used on Tonne River route until 1911 is shown with exhibit of old buggies and sulkies at the Tillamook County Pioneer Museum. The museum occupies a former courthouse and [illegible] an outstanding collection of historical and [illegible] as artifacts. It is housed in the old county courthouse.

NEWEST The newest museum building in the state is the Coos-Curry Museum located in Simpson Park in North Bend. The museum was opened to public visits in 1958.

FORT Last remaining building of old Fort Dalles at The Dalles now a museum, is post surgeon's quarters. The historic fort was frontier cavalry post.

PHOTOS Outstanding part of the Jacksonville Museum is photo collection of Peter Britt.

Chinook Jargon Used As Trading Language to Cut Through Linguistic Maze of Tongues

B. F. DOWNES

THERE WAS a fire in Dr. John McLoughlin's plank kitchen at the Oregon [illegible] and great ex[illegible] valed Acadian or American Frenchmen, Canadians, Hawaiians and assorte[illegible] milling about, each man shouting in his own [illegible]

The authoritative voice of [illegible] him cut through the [illegible] only tongue all those present could understand, the Chinook Jargon.

"Hyak chuck!" he ordered. "Hyak chuck!"

"Hyak," a word borrowed from the Nootka of the west coast of Vancouver Island, is noun, adjective, verb or a[illegible] As the occasion may require, as are a great many words in the Jargon. It conveys the idea of speed. "Chuck" means water. So a free translation of the doctor's timely command was: "Hurry up with the water!"

Unity of the Jargon, shown in this story published in an Oregon newspaper, was its reason for [illegible]

Words Were Few

The Jargon was unlike as are English and Sweet [illegible] tensely limited vocabulary served the needs of the business which was mostly in cap[illegible]

Heads Pressed Flat

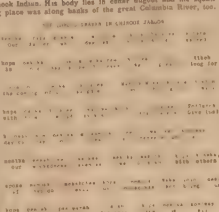
Backbone of the Jargon was tribal Chinook, base language of the Chinookan family of Indians, who lived on both banks of the Columbia River from [illegible] to where it empties into the Pacific ocean. Their home was also [illegible] the coast from Willapa Bay to Tillamook Head.

Among tribes included in the linguistic family were the Chinooks on the Washington coast and north bank of the lower Columbia, Clatsops on the south bank of the river and Oregon coast, Multnomahs on Sauvies Island and the Portland area, Clackamas on the river that bears their name, and Wascos on up the Columbia.

Chinook Indians, without apparent damage to their brains, pressed the heads of their infants to a wedge shape with a crest from ear to ear.

Their economy has been described as one of salmon and [illegible]

This is the burial site of a Chinook Indian. His body lies in cedar dugout and his square [illegible] mourns alongside. Pival resting place was along banks of the great Columbia River, too.



This is the Lord's Prayer in Chinook Jargon. It is self explanatory. Now concepts increased language to 700 words

Heads of babies were strapped into press and became flattened.

Brand Recording Bill Approved

STATE HOUSE, Salem.—Special—The Senate passed a bill today to simplify procedure regarding brand[illegible]

The bill would allow re[illegible] simply by filing [illegible]

A measure, previously passed by the House, was sent [illegible] concurrence in Senate [illegible] amendments.

Farm Prices Rise

Farm prices in Oregon went [illegible] up 2 per cent in January, but [illegible] long term 3 per cent above the [illegible] Pete I. gained a year ago, Mrs [illegible]

Glamor of West Evident In Young Pioneer's Garb

Elegant in her fringed [illegible] Miss Pioneer Oregon [illegible] poses among [illegible] relics of the days of the [illegible] Oregon Trail.

BY LEE ROBBROUGH
Staff Writer for The Oregonian

That the glamorized figure [illegible] picture of a bearded [illegible] master, David P. Porter, [illegible] a gun or shovel [illegible] in 1851, [illegible] other young pioneers.

Helen Mar Meek, Miss Pioneer Oregon, [illegible] built near Shedd and in which for awhile he taught his own and the neighborhood children [illegible] still stands. The picture was [illegible] from one belonging to [illegible]

Covey of near Albany.

Food Cost Index Declines Again

NEW YORK (AP) — Wholesale food prices declined [illegible] week, according to the Dun & B[illegible] Inc. index, drifted lower this week for the third [illegible]

The index stood at $6.17 compared to $6.19 last week and [illegible] week a [illegible]

The index represents the total [illegible] of wholesale of one pound each of 31 foods in gen[illegible]

Only wheat, corn and [illegible] were higher this week. Four [illegible] barley, beef [illegible] hams, cottonseed oil, cocoa, [illegible] eggs, potatoes and hogs [illegible]

Warning To [illegible] By Appling

"The state's unemployment compensation program is in grand [illegible] because of the [illegible] revenue for the industrial [illegible]

Jr. Oregon Secretary of [illegible] Comm[illegible]

Club in Portland Wednesday.

"The doctrine of [illegible] economic stability and [illegible] consideration, tell us t[illegible]

[illegible], however, [illegible] d[illegible] d towards a pl[illegible] economy in [illegible] [illegible] let her [illegible] more pe[illegible]

Appling, in his first [illegible] ress to the Portland [illegible] since his appointment [illegible] secary of state Jan 15 [illegible] at a luncheon meeting [illegible] old at the Eagles [illegible]

Steamer Serves as Regatta Flagship

The days of river steamers on the Columbia are recalled by this photo of an Astoria Regatta of several years ago. Flagship that year was the famous old river steamer George Gianna converted during its latter years into an excursion vessel.

Victorian Mansion Houses Clatsop County Historiana

The building housing the art [illegible] the Clatsop County Historical museum has proved to be a better tourist attraction [illegible] all the interesting antiques displayed within its interior [illegible]

There were donations of cash [illegible]

[illegible] Louis (Fritz) Sovey, who had moved to San Rafael, Calif.

[illegible] was when it were all the [illegible] fringance such a fine home, built [illegible] in 1885-87 would boast. Mrs. Capt. Flavel climbed the narrow winding stairs to the cupola to scan the bar for his own ships, sails set to the wind, bringing them into port [illegible] and with them a treasure trove [illegible] each time of the varied [illegible] orient, pottery and chinaware, [illegible] marble, tiles woods from the [illegible] Isles of South America, rich [illegible] brocades, velours and velvets [illegible] from Europe.

Used by Government

Time was later when it stood [illegible] vacant and decaying, its pile [illegible] after falling, its roof leaking, its [illegible]

[illegible] and dirty. During the years [illegible] of World War II, some of its [illegible] rooms were used by various [illegible] government agencies, and it [illegible] wasn't until several years later [illegible] that the Clatsop County Historical society was granted permission by the county court, in [illegible] whose custody the family had [illegible] placed it, to look it over with a view of restoring it.

With that permission granted, the historians found a monumental task on their hands, one that took a year to accomplish. Those members who were part of the project then, and who still attend meetings of the society, shake their heads at the memory of the meetings in those days, which were more in the category of work parties. Retired business men and dowagers arrived, hatted and gloved, to doff their finery, or rather wrap their hats in dustcloths, their clothing in smocks and aprons, as they swept up piles of dust and fallen plaster, pushed wheelbarrows of trash and mopped up puddles of rain water from the numerous leaks overhead. This was started in May, 1961, and in June, 1962 the Clatsop county museum was opened to the public and dedicated with formal ceremony. By petitioning the court, the society was granted the deed to the house for use as a museum.

Heirlooms Donated

As soon as it was known that the county had an historical museum, the artifacts began [illegible]

[illegible] prow used, and for [illegible] ver dunned after he left here [illegible] and he often returned during the summers for a visit with his old friends and to the museum as well. His picture hangs in the entrance hall of the museum among fine old oil paintings and portraits.

As a museum, the stately old building has seen much repair [illegible] but little change otherwise. A new roof was one of the first major jobs, followed by paint [illegible] of the exterior of the building, an early job for painters who always have a gallery of onlookers below when they do the steep cupola. The expansive yards and gardens take constant care and old ornamental street lights from a by-gone era have been placed by Pacific Power and Light company crews at the front entrance and at the side and back yards.

Pythian Assisted

Inside walls and ceilings are done in subdued colors, the recent project for a hardworking [illegible]

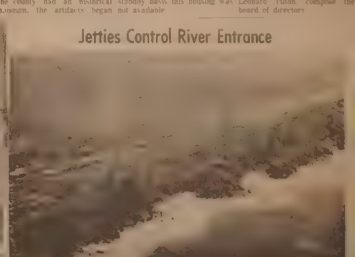
Meeting Place

Tongue Point Job Corps down[illegible] town recreation center at the corner of 14th and Duane is open evenings except Monday and Tuesday, and Saturday and Sunday afternoons, for use by corpsmen and their friends. It also serves as a waiting room for corpsmen riding the bus between Tongue Point and the city. The facility is made available to Astoria citizens week days except Wednesdays, during hours when it is not in use by trainees.

Provides Housing

Reactivation of Tongue Point as a Job Corps center has provided a housing boon for members of Coast Guard contingents in the area, many of whose families occupy housing units on federally maintained Navy Heights. During the 1961-62 period while the base was kept on standby basis this housing was not available.

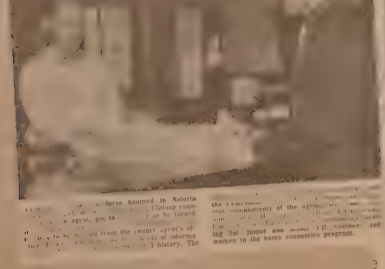
Jetties Control River Entrance



These Office Workers Really in the Swing of Thin[illegible]

[illegible] which was published Wednesday. From left are: Rex Anderson, Elma Tomlinson, Joyce Pyle, Armstrong, Judy Hanson, Gamble and Selma Rundell.

County Agent to Mail Cachets



[illegible] bound in Astoria [illegible] the Commission [illegible] Calved coun[illegible] commitments of the agric[illegible] [illegible] agent, go to [illegible] [illegible] ing for [illegible] ed from the county agent's o[illegible] [illegible] kits of informa[illegible] [illegible] history. The [illegible] ing for junior and senior 4-H members and women in the home economics program.

Life in Wagon Train Appears Not Too Rugged to Novice

Dyllus Lauritz, travel editor of The Oregonian, is shown above on the garb she donned to ride with the Oregon-Centennial wagon train, completed to bar ruffled pantalets.

By PHYLLIS LAURITZ

ON THE OREGON TRAIL BRIDGEPORT, Neb. (Special)—It was with some trepidation I accompanied by only a tiny native guide and armed solely with a camera, that I set off to join the ragers of the On to Oregon covered wagon train bossing west across Nebraska.

My directions from the boss: "Help with the cooking, wash the dishes, assist with the stock, grease the axles and experience the tedium of the journey just as did the pioneer women."

I had visions of hardships, depredation and dirt. Ha! Now I know how wrong a boss can get. I don't think the early pioneers the real ones, ever had it so good, and as a fun guise was, seldom have I.

This Hardship Is Fun

This is hardship: Spending a day on spectacular scenery and sups lunching on delicious fried chicken prepared by hospitable Bridgeport women who wouldn't let a woman of the wagon train lift a non-existent hoisel hand?

Watching and listening with absorbed interest as under a cloudless Nebraska sky as some 2,000 devoted farmers with their wives and families came to the wagon train church services to give thanks for their forebears foresight?

Learning of Oregon habits as I never did in school — listening to learned lecturers under the sky?

I just may never leave the wagon train, if this is the way pioneering is. This is early evening and tonight I'm snuggled down in the sleeping under the stars in a bedroll, a new experience for one who has never been further outdoors than the Park Blocks. A night refreshed to my duties by of helping prepare breakfast over a campfire and traveling to nearby Chimney Rock where they have promised a delightful surprise.

Immodesty Looms Ahead

Perhaps the most outstanding characteristics of the people on the seven wagons are honor, dedication and perseverance.

The honor is evidence by such notations in two pamphlets as my travel items: Uhrig is a girl, Jones can't cook, is the next name used to be Fonts, and myself as to be sure to include a goglet in the coffee because it makes the grounds to settle, and insist that the test of acceptance is to be able to get into a sleeping bag, change one's clothes and get out again — unless you want to be immodest, which you will eventually become.

Our rules: "A mule will work faithfully for a man for 20 years not to get a chance to kick him."

Trail Folk Dedicated

Dedication? All but four of the caravan, which rocks and rolls along at from 14 to 20 miles a day, are doing the

The Weather

Complete Forecast on Page 78

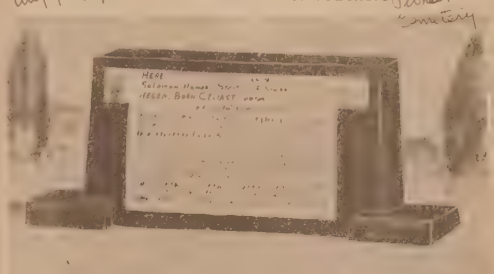
Portland, Vancouver — Mostly cloudy Monday, continued cool

Oregon and Washington—Continued cloudiness, scattered light showers.

Smith Memorial to Be Dedicated

HAMMOND (Special) — This native stone memorial to Solomon and Celiast Smith: Oregon pioneers, teachers and missionaries; will be dedicated at the Pioneer cemetery in Clatsop Plains August 3. Designed by Richard Carruthers, Jr., Hammond. It will be mounted with a bronze plaque engraved with a brief history of the Smiths to be written by Esther Abbey Moore. A scroll containing the names of all donors to the memorial fund will be sealed in a waterproof container and placed under the monument or beneath the plaque. This scroll is to be made by R. Carruthers Jr., also of Hammond. The stone was selected July 8 by Esther Moore, Bernice Enke and Earl Tyrrell, Hammond; Rune Wilson, Warrenton, and Edwin Hansen, Astoria from the old county quarry at Teague Point. It will be moved from there to the Pioneer cemetery in the near future. Garden shops and nurseries of Astoria will donate native shrubs to be planted about the monument. (Photo by R. Carruthers Jr.)

Monument Planned for Teachers



Drawing reproduced above shows monument to Solomon and Celiast Smith prominent in Clatsop county history which will be financed by a fund drive now underway [illegible]. Tentative chairman for the campaign is Dick Tyrrell. Dedication of the memorial is slated August 9 in the Pioneer cemetery on Clatsop Plains. Inscription on the monument, to be prepared by Astoria Grenlie Works, reads "Here side by side lie Oregon's first two teachers, Solomon Howard Smith of New Hampshire and his wife Helen, born Celiast, princess daughter of Cowaway chief of the Clatsop Indians. Solomon Smith came to Oregon in 1832 with the Wyeth expedition, of which he was co-captain.

As an educated man, he was pressed into service as teacher, first at Vancouver then in 1834 at French Prairie in Oregon proper. He brought to Clatsop county its first horses and cattle, the latter driven over Grande Ronde pass, never before used by civilized man. He was a state senator, 1874-1876. Celiast, who could remember Lewis and Clark, served as interpreter in her husband's schools, but soon Salmon too was proficient in the Indian language, and both interpreted for the early missionaries. They were ever kindly hospitable to the region's new settlers. Celiast lived to the age of 90, famed to the last for sweetly dig [illegible]. The memorial will be erected in connection with Clatsop county [illegible] celebration.

Clatsop Flashbacks

Six more porcelain candlesticks have appeared on window sills and bombs as result of saving of a Skyscraper candle at Fort Stevens. The candle holders, about three inches tall are modelled on pieces of relics set about 1900 when the quartermaster corps rebuilt the original electric plant.

Allen Anderson retired Astorian who worked at the plant in that year, stated that the old-burning metal alloy generated steam to supply the units for the military post. During the day the plant produced 75 kilowatts, but was cut to 35 at night.

The 1900 electric plant, Anderson said replaced the first gas [illegible] when the fact was rebuilt in the modern. Dry-land grass also burned coal to provide electricity for searchlights and hoists until frosted bulbs in military quarters

Clatsop Flashbacks

The Indian word Wichsup is attached to a grange lake ridge and forest dispensary on Clatsop county. Not a Chinook word but one that game west was the trappers and [illegible]s, the term loosely desig[illegible] any type of Indian dwelling.

Besides its local [illegible]ambiguities, Wichsup is a round-up corral and a mammoth lake in central Oregon a college yearbook in Placitello, a postoffice in Arizona, the stick huts of the Apaches, the mud and grass houses of the Dakotas, and the skin tepees of the nomadic plains tribes.

The Smithsonian's authoritative Handbook of American Indians North of Mexico" traces the words origin to the Algonquin tribes on the Ottawa river in eastern Canada. The Britannica tells the word's origin as the Algonquin word wichcomesh-up and states that wigwam is a synonym deriving from the same source.

As the Chinook word drifted eastward from Astoria to Boston to the Algonquin house moved west to permanent adoption on the American

This Day in Oregon History

April 22, 1846—The truth is that in all this Oregon discussion in the Senate no single Democratic Senators have been more concerned about the Presidential election of [illegible] than they have been about settling Oregon either at 49° or 54° 40' Forty eight has been with them the Great Question, and hence the divisions of the Democratic party [illegible] but observe the fact, and for the sake of my country I deplore it. —President Polk's diary

April 22 1942—Nearly 50 per cent of all wheat shipped from the United states in March was shipped from Portland according to the monthly statistics of the Department of Commerce and Labor, and this record established [illegible] and to do [illegible] New York at one [illegible] amount first place among the wheat exporting districts of the country.

Clatsop Flashbacks

Clatsop district preferences of [illegible] Clatsop county [illegible] [illegible] [illegible]

PORTLAND, OREGON, FEBRUARY 1, 1959

Whisky, Bacon Better Then

Near-Centenarian Recalls Early Days

A true "native son" of Oregon, James Austin Jones will celebrate his 100th birthday on June 26. He was born on donation land claim three miles east of Gresham. Jones said he spent most of his life on a farm and lovers to play the fiddle; sometimes played for "dances that lasted a week."

By HAROLD HUGHES

Oregon barely got into the union 100 years ago before James Austin Jones got into Oregon — the old territory in many birthdays as a resident. A lot of things and episodes.

Oregonians still that President James Buchanan had admitted Oregon as the 33rd state by the time Jones was born June 26, 1858. Those inches east of Gresham.

News traveled slowly and so did people. That's one reason Jones lived to be 99 years old instead of reach 100, he explained. "I like it easy and to take it serious."

Grandfather Jones looked out the window of his daughter's home at 1256 NE Buffalo St. and paused. Two pit saws in some 1-100s were framed in the picture window as they flashed in a roar of thunder out of the Portland Air Base. Then the Delta Daggers had disappeared, he continued.

"It took us two days to get to Portland and back from Gresham when I was a boy — one day each way. We were glad for a team of oxen. A team of oxen is mighty slow — strong but slow."

Axes Flash Away

Almost three minutes had ticked since he had started talking to reporters with the pits. The gals had headed south. They were passing Salem nearly 50 miles away by the face. Grandfather Jones had finished telling about the oxen trip to Portland.

Few men have seen the world change so much. Grandfather Jones has seen all but four months of Oregon's statehood. He has seen a state grow up. And just for the record we put him to compare the past with the present. On these topics he is offered firm comparisons and opinions.

PEOPLE — "They'd rather give a dollar than take a dollar in those days. Everybody was sociable. They didn't want to rob each other. Dog wanted to help. If people were like that we wouldn't need no laws nor lawyers."

ENTERTAINMENT — "It lasted from sundown to sun up. I played the fiddle and we danced all night. Ate two meals, one at midnight and one at breakfast time. Sometimes the dancing would continue off and on for a couple of weeks."

WHISKY — "It's getting worse all the time. When I was young you could drink it like water. Drank Old Crow at $1 a gallon. Liquor now lays burns all the way down. Oh they made good cold liquor now. I'd drink a little of it."

FOOD — "Bacon was always as good now. We fed our hogs good crops. Fed 'em peas. Potatoes were even better. We had little pig potatoes cooked in a pot in the fire place. Food was better and there was more of it. I always ate a big meals."

CLOTHING — "We had good, wholesome and fine leather shoes. Call skin boots great now. I'd walk and wear as a glove. Tailors were more particular in making to fit."

WOMEN — "There were a lot of pretty girls — those days. There are more pretty to bigger. Don't know why."

WHISKY — "It's getting worse all the time. When I was young you could drink it like water. Drank Old Crow at $1 a gallon. Liquor now lays burns all the way down. Oh they made good cold liquor now. I'd drink a little of it."

FOOD — "Bacon was always as good now. We fed our hogs good crops. Fed 'em peas. Potatoes were even better. We had little pig potatoes cooked in a pot in the fire place. Food was better and there was more of it. I always ate a big meals."

CLOTHING — "We had good, wholesome and fine leather shoes. Call skin boots great now. I'd walk and wear as a glove. Tailors were more particular in making to fit."

WOMEN — "There were a lot of pretty girls — those days. There are more pretty to bigger. Don't know why."

TELEVISION — "I don't like that old time stuff they show. Them comedy shows don't interest me much."

AIRPLANES — "I rode in one. They're all right as long as they stay up in the air."

CLIMATE — "Winters were awful hard. Walked across the ice on the Columbia river to saw my fiddle for a dance. Saw the east wind blow so hard that good size rocks were blown off the road as it froze."

BEARDS — "I don't like 'em. I once were a mustache. Shaved it off and my own children didn't know me."

CIGARS — The country still needs a good 5-cent one."

FAMILIES — "They were a heap larger. Don't know why."

PORTLAND — "City was all wooded. I saw what I was told was the first house. It was a log cabin. I think Portland is a better town now."

JAILS — "Never been locked up once."

HOSPITALS — "Never been in one."

INDIANS— "Met my first Indian when I was 6 years old. He had bear down to his shoulders. Gad, he was ugly. I hid under the bed. But he was a good Indian — Indian John was his name — lived to be a 100 years old."

SONGS — "My favorites were 'Hell Among the Tall Pines.' 'Turkey in the Straw.' 'Sweet Bye and Bye.' You could never tell what to sing. I also liked 'I've Been Working on the Railroad.' That's Far'er Than Day."

BIGGEST CHANGE — "Ice cream cheaper. Lungs more than anything. First time I rode in was a steamer. It barely chugged along."

POLITICIANS — "We had good and bad ones then, too. I was a democrat. Voted for years ago. Thought I'd change when Goose Tall just stay a Republican now. Done time with both parties."

James Jones outlived two wives. He spent almost all of his life on a farm. His farthest trip away until quite recently was a journey to Lane County, where he got married the first time in 1883. The next time he got married he was 80 years old.

"Both my wives were beautiful women. They were fine women, too," he recalled.

"I went down to Lane County in 1883 and brought home a good looking wife two cows and a horse. I had met my wife when I was a boy and had been writing to her off and on," he says now.

Centennial Role Pledged

Dad gave me 74 acres out of his donation land claim and I've managed to keep it. Built a house out of saw lumber. I worked in a rawhide mill, fell timber, stayed crammed in bunks so they would slide down the skid roads," he explained to help pay for the house.

"Most of my life I been a farmer, anyway, when I was playing the fiddle. I was just a boy when I sneaked my father's violin out when he went to town and taught myself to play it."

His first wife died when she was 45. But Jones didn't remarry until he was 80 years old. His second wife, Clara Bruce died in 1947.

"I expect to take part in the Centennial when it opens next June. I never been sick, except for having had the measles once. I once weighed about 180 pounds, but I'm down to 140 now. My stomach got upset a few months a but I'm eatin' right good now."

Governors of Oregon—No. 1

JOHN WHITEAKER

Hot-Tempered Farmer Politician

One of The Oregonian's Centennial Month features will be a series of articles on the governors of Oregon. The first of the series of 37 men to govern Oregon's territory, statehood, republican interests of Oregon history are united in the person of John Whiteaker, Democrat, who served as governor from 1859 to 1862. John Whiteaker, Oregon's first governor, was a farmer, a lawyer, a soldier, a politician, a statesman and a humanitarian. This story is the first of the series of Oregon tribute to governors. Succeeding articles will appear in The Oregonian from time to time until the end of the year. Next week: Governor Addison C. Gibbs, Republican lawyer.

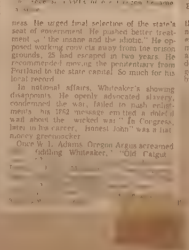
By GEORGE S. TURNBULL
Special Writer, The Oregonian

Oregon's first state governor took the oath of office seven months before Oregon actually became a state. John Whiteaker, elected under the new Constitution in June 1858, was "sworn in" at Salem in July. But Oregon was not admitted to the Union until the next Feb. 14.

In the meantime George Law Curry kept right on governing Oregon territory. Whiteaker discreetly "sat in the wings" until President Buchanan signed the statehood bill, which gave Whiteaker a state to govern.

Hosea John Whiteaker, unschooled, self-educated, frugal, blunt-spoken, hot-tempered farmer politician, showed extra speed again about 20 years later when, as a member of Congress, he chartered a locomotive and coach and "raced" the accurate word at this time—from Sacramento, Calif., to Washington, D.C., in 116 hours. He arrived in time for the Democratic organizing caucus.

The eager Democrats were in such a hurry to assemble their Congressional forces that Whiteaker's engineer was forbidden to stop and let him get off for a decent meal. So the



goons and whatever he had taken along to drink through the four days and 20 hours' cruising of mountains and plains—enough, almost, to make him a Republican.

Born on an Indiana farm May 4, 1820, young Whiteaker, after six months of schooling, was on his own at 15, a carpenter and odd job man.

The future governor was an authentic forty-niner, having joined the California gold rush after odd jobbing for 10 years in Indiana. He brought his young midwestern wife to Oregon in 1853 and settled near Eugene. By now he had accumulated three more years' "practical education."

Public affairs attracted him. At 37, after a year as probate judge, he sat in the 1857 Legislature. Then the Democrats elected him governor.

More than other early governors he struggled, although vainly, for administration of the public land laws in the interest of bona fide settlers. Wholesale fraudulent grabbing of lands by speculators was to be the sweaty plaint by Oregon for unsatisfactory attention by several governors in this phase of their duty.

Whiteaker was a layer of foundations. He demanded reform of the sketchy election laws. He demanded economy in public business. He urged final selection of the state's seat of government. He pushed better treatment of the insane and the aloths." He opposed working convicts away from the prison grounds, 25 had escaped in two years. He recommended moving the penitentiary from Portland to the state capital. So much for his local record.

In national affairs, Whiteaker's showing disappoints. He openly advocated slavery, condemned the war, failed to push relief moves. His 1862 message en route a stand-pat about the "wicked war." In Congress, later, in his career, honest John was a just average governor.

Once W. L. Adams, Oregon Argus screamed at fulsome Whiteaker, "Old Fogy!"

By B. Mike

Behind the Mike

Claudette Colbert
The Time, Inquirer, 4 the Herald, 4 the Pic, 4 the

en tour of
new swimming pool has just been finished out front facing the ocean. It will be glass enclosed, have circular window part way down side with ledge under neath so gals can wave at friends (like Photos.) Big new stairway will lead from second floor down to pool deck, so swimmers won't have to walk all the hotel lobby. At corner of hotel on Broadway near turnaround, there's a big orange and black "Seaside" sign with pennant poles on top of it. Mayor Rawlings has gaar busy carpenters, painters and carpet layers to show us some of the 75 rooms which will be ready for the Memorial Day opening.

ABOUT 44 rooms will have complete new furniture for the Memorial Day opening. New six-foot aluminum frame windows have been installed. Some of suites have seven-foot aluminum frame glass doors opening onto porch, giving a magnificent view of beach and Tillamook Head. The two penthouse suites each have separate stairways (you have to duck head if you're over six feet tall). They'll feature blue mirrors to ceiling which will be lit by flood-lights.

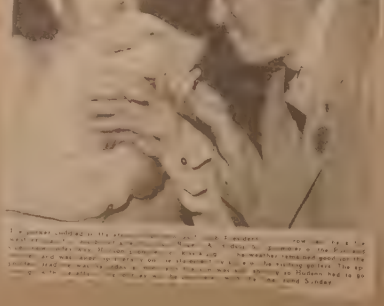
[illegible] OF HOTEL will be covered by asbestos drift [illegible] Cellar Workshop, a taproom which is getting full Beach San Pedro atmosphere treatment. Alex Hartington showed us through the place, which has no windows—two eyes cut in door. Door handle will be carved hand. Also seven artists will be working in this place all the time, a so a sculptor chiseling away at a stone carving in classical background music! Jimmy Ayres, local artist, will be working on a $3,000 mural depicting Bohemian life. We won't use any sea trays," says Alex. "Or you might call it wall to wall sea trays." Big silver chain hangs over balcony for hanging plants. Cellar Workshop when cafe is locked and entrance 2:30 a.m. ceremony when cafe is locked and entrance [illegible] coffee is served for rest of night. So far he hasn't located just the right padlock, although he's had about 25 [illegible]. A group of new shops have been rented in the hotel building.

ORIGINAL HOTEL was built by Grimes family, Seaside pioneers, at turn of century. Broadway was then a shell road and Grimes had toll bridge across the Necanicum River. Grimes constructed 25 rooms. In 1906, Dan Moore with backing of J. C. Ainsworth, purchased it and added another 25 rooms. In 1911, merchants of Seaside formed a stock company, purchased it and added the Broadway wing of 50 rooms. It's changed hands several times since. The Smith-Raw group include about 70 Seaside stockholders. They purchased it Feb. 15.

MAYOR RAW, who owns the Shark City Center Motel, is filled with enthusiasm about improving Seaside. He sometimes grows speeches to [illegible]

THE OREGONIAN, SUNDAY, OCTOBER 3, 1948

Hudson's New Fair Weather Friend



Travel in Oregon Hazardous Undertaking Before Railroads

The stage coach was the only means of land travel at one time in the Oregon-California-Washington territory. This photo, with prancing steeds, is a coach of the California and Oregon Stage Co. roads and paved roads of today. (Photos by Oregon Historical Society)

By JE. LE L. GILMORE

and hazardous undertaking. The early settlers were immediately and

[illegible] superintendence of the roads.

[illegible] cate that prices such as flour [illegible] of $1.25 a pound, butter as

[illegible] terrorism. Interest in [illegible] fered from the lack of funds to promote road building, and therefore local authorities

[illegible] times at certain isolated [illegible] mining areas. Other enterprising packers took advantage of [illegible] mining the miners and profiteering

[illegible] counties through which it passed, and no expense should be paid out of the territorial treasury.

While interest was centered on road building during this period of Provisional and Territorial government, the pack trains were the life line of the settlers. Without them the development of the West, the pack train

A good example of a pack train enterprise can be found

[illegible] to the army the last I saw of it was going over the divide between Jackass Creek and town head up and tail curled over her back and going at about 22 feet a jump, governor stores flying over the

[illegible] never had a bridle on.

Packing was one hazardous due to hostile Indians, bad weather, and difficult terrain, but it was fairly remunerative to

[illegible] from about 10 to over [illegible] ins and mails, and the new mules could carry from 200 to 300 pounds. When heavily loaded, the mules could travel from 12 to 20 miles a day depending on the terrain.

Mules Preferred

Mules were preferred [illegible] horses for the packing trade, since they could do about three [illegible] the work of a cayuse

Good Profit Seen

[illegible] a profit of $100, and so [illegible] determined to secure more [illegible] pack animals and carry supplies from the Willamette Valley

[illegible] 75 mules by 1855. He acquired [illegible] from J. W. Nesmith and [illegible] operated a store in the Walla [illegible] present day Salem.

These supplies were packed [illegible] grids of Southern Cascade [illegible]

Laws Provided

[illegible]

Road Natural Step

However, better wagon roads [illegible] road was finally ready for the first trip.

The Sacramento Union, Sept [illegible] 1860 announced that the

[illegible] was made [illegible] 1850's even though Jesse Applegate wrote as late as 1862 that Oregon had made little advance in improving its means of communication and transportation.

[illegible] ocean voyage going from San Francisco to the Columbia River, but could now "take a quiet seat in the stage, pass through a most interesting section of the country, and reach Portland at his leisure."

[illegible] ed to carry the ice cream of [illegible] leaders and the 26 passengers who embarked on this his

[illegible] overland travel in early Oregon. The citizens were [illegible] evidently aware of the problem

[illegible] ago in the fall of 1860 [illegible] people of Oregon [illegible] felt themselves [illegible] had [illegible]

This was the last stage coach to leave Coles Station on the California-Oregon state line prior to opening of the Southern Pacific, Dec. 17, 1887, between Portland-San Francisco.

Francisco Evening Gazette, who reported that the trip was an agreeable one with improved roads and very good stage facilities.

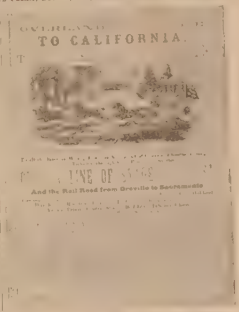
Six days and five hours were required to complete this first trip by overland stage from Portland to Sacramento. Thus a new era in travel and communication was inaugurated for Oregon.

Schedule Difficult

The principle of daily mails and daily stage service was established, even though difficult road conditions made keeping on schedule difficult.

[illegible] erced passengers to turn to [illegible] with picks, axes, and shovels [illegible] to clear the road if they [illegible] roadside and flood-

[illegible] The person of the [illegible] Southern Oregon, probably the most hazardous section of



Time schedules expected from [illegible] in Sacramento overland, passing through "Heart of Oregon."

The Daily Astorian, Astoria, Oregon, Monday, February 27, 1961

In an Historic Bathroom

[illegible] ... [illegible] ... [illegible] ... [

HISTORIC CLATSOP COUNTY · 1859 · OREGON CENTENNIAL · 1959

Second Century Looms Ahead For Oregonians

Evening Astorian Budget

Vol 85 No 39 Astoria Saturday February 14 1959

Processions bearing the official Centennial stamp go on sale today. They were produced in Astoria and contain all the information on the postmark here commemorating the first day issue of the stamp. A group of Astoria workers were busy Friday getting the programs ready, so some for use during official ceremonies at the armory held Saturday morning. The quartet pictured above were part of the group that rushed the job through in time for the rides. They worked with postal crews at the Astoria post office. They are, left to right, Mrs. Albert Burgess, Mrs. John Barker, Mrs. Jack Burk hart and Mrs. John Kommerer. Programs will be for sale both at the armory and at the post office throughout the day. Cachets are also to be sold throughout Saturday at the post office (A-B Photo)

Another modes of transportation on horse and by stagecoach are etched against the background of the modern day era in this picture of the pony express riders enroute to Astoria. The picture was taken near the maritime base as the riders neared their final destination on the four day journey downriver from Portland. They carried Centennial mail to be delivered at the Astoria post office to receive cancellation with Centennial stamps for the first day issue. In the background are the modern vessels of the maritime reserve fleet and behind the wagons modern cars and trucks. Members of the party remained in Astoria overnight and will participate in events at the city Saturday. Astorians met the party at the 4-B Fairgrounds and also rode in with them. Riders in the caravan lagged through Astoria shortly after arrival. They participated in a variety of its tasks through downtown Astoria as some of them dismounted, and some didn't, and stormed into Astoria business houses. Blank cartridges were fired by the armed members of the party similar to shooting revolvers all along the long trail to Astoria and the coast (A-B Photo)

Oregon's statehood stamp to issue Sunday is held for display by Harold Jones, Astoria baker who prepared the cake for the commemorative luncheon Saturday noon at the John Jacob Astor hotel. Top U.S. postal officials joined state and city officials for the event. Jones spent some three hours decorating the cake which measures 18 by 24 inches. The design duplicates that on the historic stamp itself. Visitors used in the frosting also duplicates those on the straight stamps processed by Astoria postal workers for issuance Saturday (A-B Photo)

Oregon's statehood is commemorated in the reproduction of the Centennial stamp which is being issued for the first time in the United States at Astoria today. The stamp shows the mountains and the prairie sloops westward and the sea and the Oregon coastline in the foreground in a covered wagon typical of those used in the trek westward. Over million five hundred thousand of these stamps are now at the Astoria post office for issuance. Other post offices in the nation will soon receive similar stamps. (A-B Photo Reproduction)

This picture takes on the hobbs of the Astoria post office indicates the intense local state and national interest in the first day issue of the Centennial stamp. At the extreme right is Frank Lutes Oregon City postal worker purchasing some 600 cachets from eastern cities from Mrs. Walter Burgess, Astoria postal worker. Mrs. Burgess is assisting Mrs. Lutes in the purchase. Others in the picture are, left to right, Mrs. Jack Burkhart, Astoria postal worker; Mrs. John Kommerer, Astoria postal worker; John B. Salomon, Salem postal official who is here representing eastern officials. In the foreground Mrs. Lyman Ball, left at the table and Mrs. Jess Wright, Astoria are shown selling official Astoria cachets provided before midnight (A-B Photo)

This replica of the Centennial stamp of the Astoria post office was made into a rubber stamp for use at the Bishop rooster museum during the statehood Centennial celebration. The stamp shows the original post office building which was used by John M. Shively, appointed first postmaster at Astoria in 1847. The stamp was issued in 1847 here. The post office was the first established west of the Rocky mountains. It was located at 15th and Exchange in downtown Astoria (A-B Photo Reproduction)

One of the biggest tasks facing an augmented post office crew in preparation for the first day issue of the Oregon Centennial stamp is the placing of stamps on first day covers ordered by philatelists and souvenir hunters from all over the world. Here a crew of Astorians, supervised by Stanley J. Holdenweb postal official, Washington, D. C., are shown placing Centennial stamps on covers. They are left to right Mrs. John Peterson, Mrs. Ina Brooks Holdenweb, Mrs. Fred Lloyd and Mrs. Arthur Strandberg. Thirty workers are helping (A-B Photo)

Weary, and thirsty, Centennial pony express riders [illegible] Astoria to the accompaniment [illegible] ride from Portland to Astoria, end of trail. The purpose of the ride is to kickoff the Centennial and the first day issuance of the Centennial stamps in Astoria. Eager for respite from the rigors of the long ride this one of express riders rode right into the Lake Temple Cafe for refreshment from the trip. The entire party is bedded down at the 4-H Fairgrounds and will be seen throughout Saturday (A-B Photo)

Historic Area Kicks-Off Fete

PORTLAND (UPI)—Oregon begins celebration of the 100th anniversary of its admission as the union's 33rd state today with neighbor Richard M. Nixon as California as its honored guest.

The vice president is expected at a meeting of visiting governors and federal officials will attend the state's Birthday Ball in the rotunda of the capitol at Salem.

Another night stadium functions are expected to take part in such [illegible]

Portland Mayor by the flip of a coin. The loser had chosen Boston.

Nixon who arrived here Friday night from Washington was slated to visit Astoria parties today for ceremonies honoring issuance of the Oregon centennial stamp.

While he here precedent a visit here concedes with the state's 100th anniversary, he was said to be primarily interested in going to the Los Angeles area Wednesday for a speech he was to build a televised news conference at the Los Angeles Press Club before returning to Washington.

The visit to California will be the vice president's first since [illegible] GOP candidates were [illegible] in the Democratic landslide last November.

Nixon will leave for San Francisco Sunday for a meeting with GOP leaders and a news conference Monday and Tuesday he will confer with Republican leaders in Los Angeles.

He was built a televised news conference at the Los Angeles Press Club before returning to Washington.

The vice president's party was greeted by Gov. Hatfield and his staff when it arrived here Wednesday. Gov. Mark Hatfield who [illegible] with a [illegible] Democratic Gov. Mike [illegible] Democratic Gov. Mike [illegible] Democratic Gov. Mike

Eight Sections

The Sunday Oregonian

VOL. LXXVIII NO. 12 ... SECTION ONE PORTLAND, OREGON, FEBRUARY 15, 1959 CITY EDITION— 184 PAGES PRICE FIFTEEN CENTS

Voices, Gunfire Hail Oregon Centennial

Vice President Richard M. Nixon, who flew from Washington Friday to join Oregon's Centennial celebration as guest of honor, is shown addressing both houses of the Oregon Legislature in state Capitol building Saturday.

Even Weather Takes Pioneer Look

By HAROLD HUGHES
Staff Writer, The Oregonian

Oregon became the 33rd state in the union Saturday to reach the century mark—an achievement that was sung, shouted and fired from guns at St. Valentine Day celebrations in more than two score and five cities and towns.

The Centennial Day celebrations began early and lasted well into the early hours of Sunday, the first day of Oregon's second century of statehood. Heavy snow in north western Oregon made the day look more like Christmas than St. Valentine's D

Snow Turns to Rain

But despite a display across the state of pioneer weather that included snow, sleet, pushing rainstorms and bright sunshine, the Centennial celebrating boomed out from all the corners of Oregon.

The snowstorm had turned to rain by the time the state's showcase Centennial Day celebration got under way at the state capitol in Salem at 3 p.m. But the sun popped in and out during the hour-long rotunda ceremonies.

Vice President Richard M. Nixon, riding in an open car with Gov. and Mrs. Mark O. Hatfield, led a cavalcade loaded with ex-governors, members of the consular corps, officers of three branches of state government and members of the Centennial Commission.

Inside the rotunda, which was packed with an estimated 2,000 persons, not including another 300 who heard the services over loudspeakers outside the building, the Portland Symphony Orchestra and Symphonic Choir sounded the refrain of musical notes of the day.

President Nixon departed from his prepared text to congratulate the musicians.

"I can see why you are in a happy that the leader of your fine organization is going to the east—it's Oregon loss and the east's gain," Nixon said of the departure at the end of the present concert season of Conductor Theodore Bloomfield.

Nixon read a resolution from President Eisenhower calling on the American people to observe Oregon's Centennial year.

At Astoria, some 2,500 persons had gathered at the National Guard Armory to hear the Vice President and observe the issuance of a special Oregon Centennial commemorative stamp.

Hundreds lined the streets and greeted the vice president at the Clatsop Airport despite an arrive. delay of 45 minutes owing to bad weather and an aborted" takeoff of the air force Convair carrying Nixon and newsmen from Portland International Airport. A snowstorm, failed to sheet correctly, caltrops down the runway but the pilot stopped well short of the end of the runway.

Hatfield Flight Hailed

The reported near failure of the National Guard plane flight at Salem owing to bad weather greeted Gov. Hatfield and the party from reaching Astoria. However, State Treasurer Sig Unander, living in a State Bureau of Aeronautics plane, reached Astoria from Salem in 45 minutes.

A PP&L plane United Airlines also used the field during the morning hours.

Nixon commented at least once on the vast number of Centennial beards sprouting from Oregonian cheeks. He stopped to shake hands with two bearded guests as he left the capitol, smiled and asked, "What do your wives say about them?" Their answers were lost in the laughter of the crowd.

Reelection Urged

Both Nixon and Hatfield called for the reelection of the state in the courage and spiritual commitments of the founders, to the men who raised their lives to explore and put the territory on the path to statehood.

Hatfield, looking at the vast rotunda that surrounded the circular hall of the rotunda from the departure of Dr. John McLoughlin, the Lewis and Clark Expedition, the moment of the arrival of Capt. Robert Gray to the ship Columbia at the mouth of the great River of the West in 1792 inspiration for the state to continue to confront its task life, flood control, irrigation.

"And the women of this era rank among history's great for the hardships dured, the courage himself," Hatfield said, glancing toward a mural showing

Dr McLoughlin welcoming a party of women in 1838.

Nixon, who also found inspiration for his speech in Oregonduer of the Capitol rotunda, the inaugural address of Oregon's history, remarked:

"There was an unmistakable emphasis on sacrifice and hard work. Why should we be concerned of this today?" he asked.

Answering, Nixon spoke to Oregonians and all Americans, saying:

"In the great competition which is taking place between the slave world and the free world we often hear it said that free men can never compete slaves. I believe this true. But we must never forget that it is only free where both work

He emphasized, "It is not true where slaves work and free men not.

Heritage Set Forth

The vice president then went on, had a cache of ora by Lincoln, Stuart Fe lead orators and writers ... alcoles Baurr, presidents the Oregon Historical Society, and avocado editor of The

... spoke of the ... historical heritage ... with the ...

... intellectual ... roots of the state and of the great adventurers, the Captains Meriwether Lewis and William Clark.

The day opened with an interfaith Centennial Prayer ... in Salem Gov. Mar ... Walter P ...

Robert Duncan, ... House and Oregon Supreme Court Justice Hal Lusk ...

Additional stories and pictures on Oregon's 100th birthday celebration appear on pages 32 and 33.

among state o ... ing the ser ... conducted by the Rev. George Bell ... In many cities and towns the day began with the sheriff blasting of whistles and the loud ringing of bells. The excitement was in heavy contrast to the mood of 1859 when news of Oregon's statehood reached Portland a month late and scarcely a toast was drunk by Oregonians to their new state.

En route to Salem, Nixon, riding with a press delegation, discussed Gov. Hatfield's status in the Republican Party in answering questions put to him by The Oregonian.

"I have felt that Governor Hatfield is, as I've said, is one of the most outstanding young leaders of Republican party has produced in recent years."

Nixon added that "if Hatfield can make a good record as governor there is no question he will have an important part to play with the Republican Party nationally."

Governor Mentioned by The

Nixon's response was made in answer to a question about reports that Gov. Hatfield might be a leading vice presidential candidate with Nixon in 1960.

Nixon said that at a recent cabinet meeting that President Eisenhower "spoke very favorably of Hatfield." Nixon said this was the first time that Eisenhower's remarks at the cabinet meeting had been re ...

Nixon said that he has no present plans to visit Russia. "I wouldn't embark on such a trip while Congress is in ses ...

Gov. Mark Hatfield, who shared speakers platform with Nixon in Salem Centennial ceremony, is shown as he de- ... commemorative rotunda of Capitol building. He and Nixon met again in Portland Saturday night.

Nixon Extols Spirit Of Early-Day Settlers

By PAUL HAUSER
Staff Writer, The Oregonian

ASTORIA (Special) — The qualities, virtues and faith of the pioneers who settled Oregon are those that all America will need in the years to come, Vice President Richard Nixon declared here Saturday as he ... over the observance of the ... 100th birthday.

Takeoff by Air Force plane delayed on Portland by snow which kept Gov. Mark Hatfield grounded at Salem, Nixon arrived at the Astoria Airport 40 minutes behind schedule.

Wayne Harris, Seaboard of Astoria, who met the vice president, party at the airport escorted Nixon into the ... where an estimated ... Oregonians broke into cheers. ... ute the Royal Chinooks ... & Bugle Corps beat a measly tune.

Poster Depicts Stamp

Passing down the center aisle, the vice president viewed with Steinbock to admire a poster-size replica of the Oregon Statehood Centennial stamp. Dedication and first sale of the stamp, which ... a covered wagon at the ... 7-cent green.

Receiving an album containing sheet of the commemorative stamps, the vice president hailed the Oregon story as having even greater significance for people of America as a whole than it has appealed meaning for Oregonians.

Presentation of the stamps to Nixon and duly praised guests was made by L. Roy Vatter, special assistant to the postmaster general. A of the first ... sale came when Mrs. ... Taylor two of the albums to a special guest, 11-year-old Charles J. Shively Jr., of Portland. The young man is the great great grandson of John M. Shively, who became the first U.S. postmaster west of the Rockies when he opened up the business at his home in Astoria in 1847.

The big roar of approval from the crowd came when young Shively was introduced and Vice President Nixon rose to put his arm around the boy's shoulders.

Sig Unander Arrives

Another round of applause came for presentation of an album to State Treasurer Sig Unander, who arrived in the middle of the ceremonies after a flight from Salem with Earl Snyder, state director of aeronautics, as his pilot.

Failure of Gov. Mark Hatfield to make his scheduled appearance in Astoria caused some murmurs. A telegram from him expressed his regrets and said the National Guard plane that was to take him to Portland to join the vice president had been unable to land. But a party of 18 members of the Legislature had flown from Salem in a Pacific ...

You Should Have Seen Weather Here in '87, Oldtimer Recalls

By JOHN VALLEAU
Veteran Budget Staff Writer

On Clatsop Beach 30 Years Ago: How Peter Iredale Looked Then

Lockley's Impressions: Former Astorian World Traveler, Student of Astronomy

By FRED LOCKLEY

This is the first of two installments

A day or so ago, I finished listening to a most interesting account of an exploration by the University of Chicago of the country of the hordes and Arabs, including Iran and Iraq, and describing at some length Bagdad and some of the ancient cities of the Far East. To my great surprise and pleasure the day after I had finished this book, Louis M. Savey, whom some of us call Mr. Savey, whose home is at 1414 Nye street, San Rafael, Cal., dropped in to see me.

I mentioned with what interest I had read of the explora

Near East in and around Bagdad when Mr. Savey said "Bagdad is an interesting city. I have often been there. In fact, I've been on the go traveling pretty much all over the world since I was in my late teens. I was born at Astoria and I remember that I used to read with great interest your articles of travel published in The Journal.

"My father, a French Canadian, came to the United States in the '30s. My mother, whose maiden name was Leanore Shea, was Irish. She came by way of the Isthmus of Panama to Vancouver, Wash., in 1868. My father, while in search of a good location visited Mt. Josephs, Mo., from which place he came to Idaho. From Idaho he came to Vancouver, where he met my mother. From Vancouver they went to Kalama, Thence to Astoria, where I was born.

MY FATHER was always in search for the pot of gold at the end of the rainbow. He went to the Fraser river gold stampede and was also one of the early stampeders to the discovery of gold on Rabbit creek, now better known as the Klondike. Father died in 1919 and my mother in 1926.

When I was a boy, I was tremendously interested in aerial navigation so I made a bal

The balloon caught fire and lighted on the roof of Sam Fulton's house and I... so out of the adventure with a number of broken ribs.

"A circus came to Astoria I struck the owner of the circus for a job. He decided I would make a good clown, so he had my head dyed red. I was getting along famously when my mother arrived at Pendleton, where we were giving a show. She decided that school was a better place for me than being a clown in the circus. My ridiculous red hair created much amusement among the students so the teacher was rather reluctant to let me return until my red hair had grown out and been cut off. I finished grammar school at Astoria, and then landed a job as a messenger boy.

"**WHILE IN SCHOOL** I had become greatly interested in poetry and astronomy. My love for poetry has never left me. In my contant traveling through the Far East, Europe and elsewhere, I have familiarized myself not only with our modern authors but with Homer and scores of other earlier authors. To show you how fond I was of astronomy, I made a trip to the South Seas to observe the constellation Southern Cross, of which I had read much and of which I had dreamed.

From Yokohama I ramped my way to San Francisco as I ran out of polishing silver. I got the officers and then went to Honolulu intending to make astronomy my life work. Alexander Young of Honolulu had put built the Alexander Young hotel. I tried to persuade him to rent me the roof garden of this hotel so I could give a lecture on astronomy. He said to me, 'Boy, there would be no astronomers. You are not an astronomer until you have a long gray beard. So that was that.

"**I'OI PROBABLY** knew my brother, Percy Savey. He was a newspaper man in Astoria. He was editor of the Astorian for a number of years. He did newspaper work in Astoria from 1906 to 1909. The publisher of the Astorian purchased a linotype at the Chicago exposition in 1893. Mr. Huether learned to operate it. I know he was one of the first operators of the Mergenthaler linotype in Astoria and I never think he was the first operator in Oregon and possibly the Pacific Northwest. If you will check up on this statement you will find that Mr. Astorian had the first linotype machine in the West.

"I have been a constant reader of Hansard for many years. This is the current record of parliamentary affairs in the London house of commons. I have read with interest all the whole of

"... ian debate in parliament for the past 35 years and whenever I happen to be, I eagerly ... ch for papers from London to keep in touch with conditions there and throughout the world. For years I have been with Clatsop County Historical society, and I am establishing a museum to preserve the early records of Oregon pioneer seapora."

(Oregon Journal June 7-1954)

Lockley's Impressions: Former Oregon Man's World Trip Lasted for 35 Years

By FRED LOCKLEY

This is the second of two installments

Recently Louis M. Savey was a guest at my home and later I visited him at the Heathman hotel. I have never happened to interview a person who has visited more countries and who has met more distinguished people than Mr. Savey. An author could write a three-volume history of his activities from his boyhood at Astoria to some of the adventures he has had in Bagdad and elsewhere in the Far East.

For the past 30 years Louis Savey & Co., San Francisco lumber exporters, have been known throughout the Seven Seas.

In 1919 I began a trip of 5 years' duration," Mr. Savey told me recently. "This trip, with frequent returns to my office, took me pretty well all over the world. California redwood proved popular wherever I showed samples of it. My first job in the lumber business was with George Hume of Astoria, and my salary was $30 a month.

"AT HUME'S Tongue Point Lumber company office, Carl Crow was one of the employes. Later, for many years he was publisher of a lumber journal in Portland. Henry Mackin, a prominent Canadian industrialist and C. C. Patrick, a prominent Portland lumberman, were also employed at that time.

"One of the vessels I owned and operated was the ... Casco, which had formerly been owned by Robert Louis Stevenson. I was more than active, during World War I, in sailing ships. I owned with ease 60 ... lumber and with returning cargoes of ... from the South seas. The Casco carried 65 tons, and I also operated the barkentine Retriever, with which all readers of Peter Kyne are familiar.

"My British friends used to say that I had set foot on every old place in the empire excepting St. Paul's island which is not to be confused with the island of the same name off Alaska, but which lies between Capetown and ... south Australia.

"**FOR MANY YEARS** I carried 150 feet of kentia tree with me, to be used as a fire escape which at various times came in very handy. For example, when the Great Eastern Hotel in Calcutta caught fire, my fire escape enabled me to leave the burning building safely.

"One of the many places of which I am particularly fond is Kashmir, where I ... so much time in Wild Flow ... hall, in northern India, but ... stones there from the mountains of Tibet. The gardens of Wild Flower hall were laid out by Lord Kitchener when he was viceroy of India.

"Naturally, during the past 35 or 40 years I have been travelling, I ... had a good many narrow escapes. One of them occurred on a railway curve just after leaving the old university city of Allahabad. Standing in the doorway of my train compartment which had no access to the other part of the train, a young student jumped on the foot plate and used the ... of pretending that he had missed his car, and could he ride with my valet and me to the next station and transfer to his own car?

... hand in my hip ... act as though reach ... gun and kept him on the foot plate for a half hour during the high speed run. He left at the next station and ... slammed the d... Murders by this method ha... been comparatively numerous in ...

"**DURING MY** travels I have ... on more than 10,000 feet of ... motchrome film, including many wonderful shots such as the cutting of the Spee at Montevideo. I am for ever impressed with some of the mammoth monuments such as Angkor W... and of course the Taj Mahal, and I ... the forest when I ...

... Wayne Nine meet the Blue Hen Chickens without doubt.

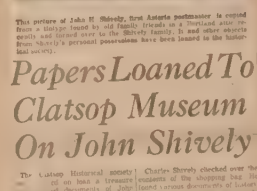
"Mr. Wade was my constant companion both at home and abroad for ... I had a dog who became as devoted as I ... and him. He was a lemon Sealyham dog. I called him Barney. When ... died at the age of 13 I had him embalmed and placed in a steel casket and buried in the Valley of the M... Sorrows cemetery, Gladstone, ... about three miles from the home of Jack London. The epitaph on his grave reads as follows: 'This little fellow ... refused a loyalty oath.'"

(Oregon Journal June 14-1954)

Tintype Recovered

This picture of John H. Shively, first Astoria postmaster is copied from a tintype found by old family friends on a Portland attic. Papers and furnishings were also found over to the Shively family. It and other objects from Shively's personal possessions have been loaned to the historical society.

Papers Loaned To Clatsop Museum On John Shively



The Clatsop Historical society ... ed on loan a treasure ... of documents of John ...

Charles Shively checked over the contents of the shopping bag in which various documents of John ... planned to dispose of them. Mrs. Meyer is a great grand daughter of John H. Shively.

... river are dated ... Chinook and link ... the work shows ... Clatsop County ... was in ... speeding on June 17, 1873, in ... of the record of deeds in ... court houses.

Otto Owen, president of the historical society, who expressed appreciation for the loan of the documents, said he will study them and is sure that many will be of great historical interest. He said there appeared to be some documents bearing on the Whitman massacre of 1862.

Charles Shively visited ... Monday to turn over the items to Owen.

Among them was a framed tintype picture of John H. Shively evidently taken when he was an old man, which was found by long time friends of the Shively family recently in the attic of their home and turned over to the society. Owen said he had never seen this picture of Shively before.

And the Story Went Round and Round

Some of the members of the Pacific County Historical society, entertained by the Clatsop County Historical group Sunday in a return invitation after hosting the local group on a cross-river jaunt earlier this summer, are shown "reading" the legend on the Astor column. The visitors from Washington were taken to Fort Clatsop and Columbia and the historical museum and were served a baked ham and hot-dish buffet at the Clatsop county fair building, before they took a later ferry home at the end of the day's jaunt. (Ted Thorndike photo)

History Lures Visitors

Search Set for Tonquin Cannon By Portlanders

(Continued from Page One)

where there was much wear.

Bell said that Matt Tollonen of Columbia Boatbuilding company who verified that the historical ... quite possibly ... said used on the Tonquin ... said an old hand-... hewn ... in the ...

A chunk of yacal is further evidence that it might have been from the Tonquin.

The CHAOS party coming here this weekend will also take a look at the six-pounder bronze cannon in the museum front lawn and try to identify it as to age and origin, Bell said. This cannonade was given the society by the late F. M. Cherry of this city, but the story of where it came from was not obtained.

Search Will Seek Tonquin Cannon

Burnby Bell, member of the CHAOS organization which will conduct a search for cannon from aboard the famed Tonquin, is pictured ... with ... which ... old vessel. The relic is one of the items held by the Clatsop County Historical Society. It is on display at the museum. (A-B Photo)

Two yacht loads of Portlanders will visit Astoria over the weekend Burnby Bell, member of the CHAOS organization which will conduct a search for cannon from aboard the famed Tonquin, is pictured ... with ... which ... old vessel. The relic is one of the items held by the Clatsop County Historical Society. It is on display at the museum. (A-B Photo)

Two yacht loads of Portlanders will visit Astoria over the weekend in an effort ... to try to find the wreck of the ... Tonquin and salvage some cannon ... therefrom.

Burnby Bell of Clatsop Historical society said the group consists of ... members of an organization called CHAOS, which letters stand for Cannon Hunters Association of Seattle.

Bell also is a member of this organization, which consists of people whose hobby is finding and identifying ancient cannon.

Royal Member

He said it's quite an organization. One of its members is the Duke of Argyll, on Scotland's west coast, where finding cannon of ships of the Spanish Armada is a fruitful pastime.

The Tonquin-hunting expedition, Bell said, is led by Dr. George W. Cottrell, Portland, who has the 48-foot yacht Cimba, with seven people aboard, including three scuba divers. Another yacht load of people is also going, but Bell doesn't have its name.

The party is expected in Astoria Saturday and will stay overnight, leaving Sunday morning.

While here the group wants to look at a chunk of yacal wood in the Clatsop historical museum, which is supposed to be from the Tonquin.

The Tonquin, as most Astorians know, was the vessel which carried the John Jacob Astor expedition around Cape Horn to the Columbia river in 1811.

When the expedition disembarked here to found Astoria the Tonquin went north to trade with the Indians for furs. In Nootka sound on Quadra and Vancouver Island's coast the bark was blown up and lost with all hands.

The chunk of yacal wood supposed to be from the Tonquin was given to the historical society several years ago by Mrs. Tommy Thompson whose husband was a cabinet maker here for many years.

Realy Relic

Thompson in turn had obtained it from William Bass, an early-day Astoria citizen who in 1878 went to Vancouver Island on a surveying job. The story goes, says Bell, that an old Indian showed Bass the wreckage of the Tonquin, which rather was exposed or was in shallow water at low tide. Bass took a chunk of yacal wood as a souvenir.

Yacal is a Philippine hardwood which is extremely decay resistant. It is unusually hard and heavy. It was used in shipbuilding for ship stems, gunwales and other parts

(Continued on Page Two)

Pomeroy Takes Office, Pledges Industrial, Civic Development

MAYOR AND AIDS — Mayor Allen Pomeroy, center, confers during first day in office with two of his aids, Mrs. Bertha Berka, his private secretary, who filled similar job in Pomeroy's law office, and ... Hunt ... other ...

'Horseless Carriages' Few, Far Between When Portland Greeted 20th Century

By HAROLD OTHO STONE

At the beginning of the 20th Century, Portland was still a waterfront

though I

top," while horsedrawn drays handled the heavy hauling.

I first saw Portland in the ing of 1901, having arrived re by steamboat down the Cowlitz River from Toledo, Wash. A friend and I had em barked there on the old steam er Northwest, which descended the Cowlitz to its confluence with the Columbia, then up thar river and the Willamette to the dock along the Portland

In the first year of this century, Portland was still a "wide open" town. Luxurious saloons and gambling houses were running full blast. We young fellows who had but recently come from the Midwest, looked with amazement at gaming tables on which $20 liar gold pieces were stacked igh, instead of poker chips.

From the Union Station up 4th street almost to the main business district, both sides of the street were lined with one-story brothels where, illuminated by red lights, the girls of all races, white, black and yellow, displayed their charms or reached out to hail the passing men. Sailors, loggers and "city slickers" jostled each other along the sidewalks and crowded into the grog shops.

Reform Sweeps City

I should explain, however, that late the same year or early the next, a reform wave swept the city and the town was closed supposedly "as tight as a drum." The "gilded palaces of sin" dimmed their right lights, gambling tables were moved into guarded back rooms, and the "ladies of the night" were kicked upstairs into second-story cribs.

Even at that time, residents were beginning to feel that traffic was becoming congested. A stage comedian cracked about 4th and Morrison, where Morrison runs into 4th and 4th runs into Morrison and everybody runs into everybody else.

Lewis and Clark Centennial Exposition in 1905 saw Portland streets filled with trolleys. View looks east on SW Morrison St. from 3rd Ave. Signs on cars advertise gas ranges.

Hansom cabs were very popular in Portland at turn of the century, much used by romantic swains. Fare was 25 cents. Corbett home at SW 6th Ave and Yam Hill St. is in background.

which also points out where Portland's busiest corner was then located.

Vaudeville houses catered to the less esthetically-minded with leg-shows and low-grade comedy but there were road shows and opera in the better theaters. I recall a juvenile opera company that gave a number of light operas. Its star was a little girl, Daphny Pollard, who years later I saw starring at the Folies Bergere in Paris, France. One of my own favorite haunts was to ride the street car to Mount Tabor where I could get out and really walk through the countryside.

Meals Were Cheap

The going price for a three course meal in most "white" restaurants was 15 cents. When we were low in funds, we could get practically the same meal at a Japanese restaurant for 10 cents. When we were flush, we could go to Watson's and blow ourselves for a hang-up meal that cost 25 cents. As I recall, a room at a decent small hotel or rooming house cost 50 cents a day. There was an excellent waffle house where a fine large waffle and coffee cost 10 cents.

In the spring of 1901, there was a rule war between the railroad running to Astoria and the steamers on the lower river. At its height, or perhaps I should say at its lowest, one could board a steamboat at Portland and for 25 cents could ride clear to Astoria, meals and berth included. Seaside was as flat time the popular ocean resort and it was there I first saw the Pacific. As I remember, the round trip for a Sunday excursion cost 50 cents.

One of my most bizarre experiences occurred in Portland in 1902. I had been out with a posse on the trail of Tracy and Merrill, the outlaws, and at the home of a friend had met a young man who seemed quite brilliant but rather erratic. Later, I happened to meet him in the city and he told me he was manager of a large hardware and implement business. The owner was away and George, as we will call him, was living in the home of the president of the company. He invited me to spend the night with him, there.

Friend Turns Insane

I had never been in such a palatial house. It was one of Portland's fine old mansions. Servants looked after our every need. That night, George and I slept in the same room. In the morning I left, after thanking him for his hospitality. Shortly after, I learned that the same morning, after reaching the store, he had turned into a raving maniac and had to be put into a straight jacket. It was also great and near-great both of earned that not long before he had been released from an insane asylum. It gave a creepy feeling to remember I had just spent the night with him.

Portland's finest caravan

sary was the Portland Hotel here foregathered the city and of the transients Even then, there was an intense rivalry between Portland and Seattle, with Tacoma still clinging to its slogan, Watch Tacoma Grow." While

Continued on Page 13

Ft. Stevens Marker

Marady 1968

Dedication [illegible] Highway Department workers [illegible] park adjacent to the military post [illegible] to embed river boulder de[illegible]

Deska Berges (left), district manager for Pacific Power and Light company, presented film of dedication of plaque at site of the first electric power plant here to James Thomson of Clatsop Historical society.

Historical Group Gets Color Film Of Dedication

[illegible] Dedication [illegible] office of [illegible] [illegible] [illegible] presented to the [illegible] Historical Society by [illegible] Power & Light [illegible]

[illegible] during [illegible] [illegible] [illegible]

Columbia Set For Centennial Sail

A small model of the ship Columbia which Captain Robert Gray sailed into the Columbia river on May 11, 1792 will be exhibited at the Clatsop county display booth at the Oregon Centennial Exposition in Portland June 10 to September 17, arrived in Astoria this week.

The model is owned by Disneyland and has been loaned to the Clatsop county display booth for display.

The model is 34 inches in length and masts stand 25 inches high. It is a square rigged vessel just as was the original ship.

Admiral Helps

Instrumental in loaning the model to the local organization by Disneyland was Dewey Mackay, director of [illegible]

W. Fowler USN retired. He heads the marine division at Disneyland.

Disneyland has also built a full sized model of the ship which can sail the [illegible] constructed by the Clatsop County Historical Society added in every way possible in obtaining data on the Columbia and its construction. Pictures of the model of the ship getting an accurate full-sized model of the ship.

The smaller model which will be displayed in Portland was built during the construction of the large one at Disneyland, according to Admiral Fowler.

The small model will be on display at the Clatsop county booth at the Oregon Centennial exposition in Portland.

It was explained that the Duke, Lord model of the Columbia was [illegible] because it suited the purpose better than the large model. The model is larger and has more authentical changes in the ship's rigging and other details if they get rid so make the model a more

Tuesday by Captain Harold Aust, [illegible] Astoria a Columbia river bar pilot and a model expert and Rob[illegible] chairman of the display booth committee to see if it is [illegible] the model at the local [illegible] rigged accurately Admiral Fowler [illegible] display because of its size.

The model is to be inspected accurately one

Dressed in the high fashion of Astoria's ladies of a century ago are three members of the Clatsop County Historical society, from left, Mrs. Chester Love, Miss Adelaide Stalher and Miss Jeanne Maddox. The committee-of-three is avail-

able to all clubs and organizations to display their gowns and help with advice on appropriate costuming, decorations and programming events for the Centennial celebration in Astoria. (Chan Photo)

Centennial Dresses Are On Display

Although the Centennial dresses being shown in stores throughout the state feature calico and cotton prints as typical of those worn by ladies of old Oregon, these are not wholly typical of the fashions displayed by the belles and dowagers of early Astoria when they donned their Sunday best.

The Oregon Historical society reminds women of this community that when Astoria ladies went a-calling or to a musicale or soiree it wasn't in calico or lisle-weave. Even in that early day a century ago Astoria fashions betokened a taste in the union's newest state and were the envy of their big city sisters in Portland when they travelled inland in attend inaugural balls and social functions up-state.

Sailing Ships Stopped Here

Because most of the sailing ships stopped at Astoria before making their trip upriver, the early "lords of the lower Columbia" had first access to the ships' cargoes—treasurer troves of the finest wares from ports of the world—rich silks satins and brocades from the Orient, silver dinnlers and cut linens from the British isles, exquisite hand-made laces from France and Belgium, plumes from Australia, ivory from Africa for the carved handles of their parasols and reticules, tortoise shell and mother-of-pearl calling card cases, jade, coral, pearl and garnet jewelry.

Much of this finery found its [illegible] sented to their hostesses in appreciation for the hospitality of their homes where the captains of the sailing ships were often guests. And also some of the handsome trappings and furnishings of teak wood, mahogany bone china, Bristol glass, oriental rugs and rich draperies gave to Astoria homes a comfort and luxury that made them show places and lent an atmosphere of gracious living in a pioneer land.

Committee-of-Three

The Clatsop County Historical society's committee-of-three which is [illegible] clubs, lodges and other groups and organizations in preparation [illegible] display ing the type of [illegible] dress the fashion parties of a century ago.

The three, Mrs. Chester Love, Miss Adelaide Stalher and Miss Jeanne Maddox have costumes of [illegible]

Astorian Evening Budget

THE VOICE OF THE PEOPLE

Astoria, Oregon, Thursday, April 9, 1959

PRICE 7c

WEATHER FORECAST

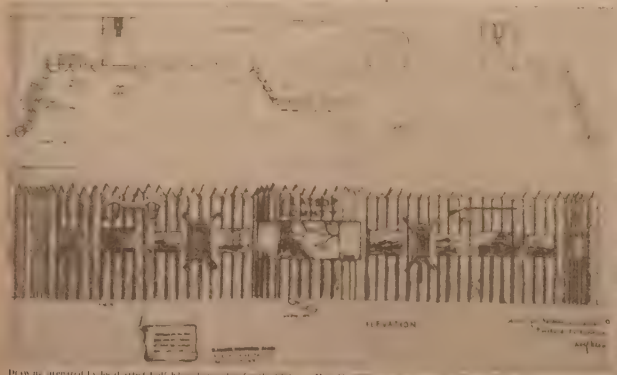
Considerable cloudiness and showers tonight. Thursday 74 and Friday 58 degrees.

Astoria Bridge Bonding Bill Sent To Committee By Senate President

Vote By Tuesday Possible

The Astoria bridge bonding bill, which passed the House 47-3 Wednesday reached the Senate Thursday morning and Senate President Walter Pearson promptly referred

Plans Unveiled for Clatsop Booth



Drawing prepared by local artist Jodi Klee shows plan for the Clatsop county Centennial booth which will be a part of the Oregon Centennial exposition to be held in Wilcox Hall of the Portland Exposition grounds June 10 to September 17. The south 50 [illegible] booth showing [illegible] Portland Tale designs as well as [illegible] booth showing [illegible] the ship Columbia, which sailed into Columbia river May 11 1792 under command of Captain Robert Gray, named Fort Clatsop. Models pictures are showing historical scenes and scenic features of the county and the annual dogwood, sports and [illegible] several fishing in the area are being prepared by Bob Rossow, Program Chairman. Portland to be shown during the exposition. Programs of the many events and stage spots and various historical items will be displayed in the booth.

Museum Preserves Relics of Area

[illegible] museum, former home of Capt. George Flavel. It provides authentic background for artifacts of early days

Daily Astorian
March 1968

VOL LXXVIII NO 20 PORTLAND OREGON APRIL 12 1959

Centennial Fair: 8 Weeks to Go Apr 12-1959

Dazzling Exposition Set To Open on Time June 10

Architects conception of development of main entrance to Oregon Centennial Exposition Bldg. is presented in above sketch. Entire wall will be decorated with state's largest mural Sketch prepared by Stewart & Richardson, architects.

Study of Outlook, From Trees to Arena Contracts, Gives Good News for Oregonians Shaken by Dispute

By HAROLD HUGHES

The most dazzling Exposition planned on the Pacific Coast in the past 20 years is a mere eight weeks away from blast off time—June 10. The final countdown for the Oregon Centennial Exposition and International Trade Fair will begin May 10. On that date major construction is scheduled to be completed. Crews will begin to erect hundreds of exhibits, many of which will be the most exciting ever shown in America. But the Oregon Centennial, like all plays and shows before the curtain goes up, has its share of skeptics—maybe more than its share. Arguments, last minutemails, budget problems and even a battle over art, have encouraged pessimism.

"Who says that show is to be a dazzler? Who says it will open on time? Who says it will come at all?

These are fair questions and they need honest answers. To get those answers, we've cracked out the Exposition from the roots of the laburnum trees in the Gaydes of Tomorrow to the fine print in the latest signed contracts.

Old Pros Sought

We have talked with carpenters, with contractors, with plumbers, with electricians and with architects and engineers on the project. And they unanimously say, "We'll open on time, June 10."

But will it dazzle? Will the expected million of visitors be happy they traveled thousands of miles to Oregon and the Centennial?

For these answers we went to the Old Pros—men who have worked with Expositions for the past 30 years and who have looked over Oregon's efforts to date.

Wayne Dailard, who produced the Cali[illegible] Story exposition on [illegible] experience dates [illegible]

Under the San Francisco Exposition, the Chicago World's Fair and the New York Fair, Oregon is starting out with spectacular arena shows—and not bringing them in by the taxi after the show opened 'and got into trouble," he said.

Dailard, executive producer of Centennial shows, added, "Oregon is not having a world's fair but a large regional Exposition. Entertainment-wise, the shows it has booked for the most part better than those that [illegible] the big world fairs in San Francisco and New York.

Wrangling Routine

Now listen to another old pro in the Ex business. He is James C. Burge, who [illegible] Oklahoma Exposition and now [illegible] ading and wran[illegible] Dorris Mon[illegible] ...ment producer now [illegible] ...and television shows and pro[illegible] Country America, was in Portland the other day. So we asked him after he had looked over the Centennial what he thought.

"You don't think I'd be putting on two weeks of shows here if I didn't think the Centennial would be a success? I got a lot of my own money in these shows and I am bringing out recording stars such as the Everly Brothers and Hank Snow whose records sell in the millions," he reported.

Show Will Be Big

"How big is the Centennial Exposition and Trade Fair going to be?" many people have asked.

Earl Swanson, who will be in charge of rides in the Gayway and who has been in the amusement business for many, many years, looked out the door of the 11 acre Exposition building and shook his head.

"It'll take the average family two days just to see everything. And the guy who takes in everything with a gang of kids tagging along will take about three days," he predicted.

Talk of acres of exhibits inside and out, parking for 10,000 cars, enough policemen and firemen to man the fortunes of the city of Astoria, talk of half million dollar exhibits, talk of 1,000 rose plants in the Gardens of Tomorrow and you still don't begin to tell much about the size of the Exposition.

Take the telephone system. Thousands of miles of wire have been installed. There will be 600 cable pairs not counting radio, television and newspaper teletype lines in action.

Big Bathtub Planned

The General Motors exhibit alone will cover more space than a city block. The room of the Multnomah Hotel. The $175,000 Clarneo home will have a bathroom 16 by 24 feet; bigger than most Portland living rooms —and an Octagon bathtub nine feet in diameter, big as a public wading pool. And for others who get tired of wading there will be a swimming pool.

Three narrow gauge railroad trains are planned, running over nearly a mile of track in Adventureland.

Expanded shale concrete blocks sound pretty freaky. But put them in a total of 1,700 feet of fencing 5 feet high, all in patterns designed that year, and you've got for the Centennial, and man, you've got a Daddy-O fence. Same material, used in the PGE building, was used in the American Embassy in India, first building that the late Frank Lloyd Wright didn't design himself that he liked.

Well, we could go on and on and on about the most this and the biggest that.

You say somebody must be having some heart burns; that many Centennial planners are consuming their finger nails between meals. That's right.

Traffic Biggest Problem

Biggest heart burn is the traffic problem. Not inside the Centennial, where roads and parking are abundant. It's over the approaches that the traffic committee sizes lighting cigarettes at the wrong end.

Instead of acressing acres of parking, the new pitch is to get the public to use mass transportation. Arrangements are being made for special buses and even for boats, to get the masses out to see the Exposition.

"We wish everybody in Portland would get on a bus and come to the Centennial. Besides the bus will drop you off at the front door," one traffic man said.

Parkers will be hauled for free by a tractor train from the parking lots to the Centennial grounds, which a short ride but a long walk from the Exposition.

Add-round stories on page 15

Closeup view shows progress on left section of wall. Area which will feature huge mural. Hundreds of two by fours have been used to wall an upper structure, of 11 separate 16-foot pieces of plywood which will be pi[illegible] ...ith [illegible]

ASTORIA

Thursday, October 10, 1929

Clatsop County's Oldest Pioneer Celebrates 86th Birthday; In Good Health

(By E. S.)

Mrs. Sarah F. Byrd, the oldest [illegible] pioneer of Clatsop county, [illegible] finished her eighty [illegible] yesterday.

Those [illegible] Mrs Byrd [illegible] small naturalists [illegible] ...ge a par[illegible] ...tone of quietness and [illegible] ...quilting, much waiting [illegible] ...and weaving and doing as [illegible] ...having to be spoken to in a loud [illegible] ...spirit, content only to live with [illegible] ...heard.

[illegible] ...was ended [illegible] ...ceased [illegible] ...ground for a garden [illegible]

[illegible] ...was born [illegible] ...Indian princess [illegible]

[illegible] ...was touchingly [illegible] ...of those [illegible] ...by [illegible] ...Mrs. [illegible] ...and [illegible] ...Mrs. [illegible] ...Mrs. [illegible] ...Mrs.

Clatsop Booth Inspected

[illegible] Centennial officials made a final inspection yesterday of the Clatsop booth at the Oregon Centennial Fair and pronounced it satisfactory. Inspecting the booth are, left to right, Mr. Edward Harvey, Astoria [illegible] chairman, Dorothy Bell county coordinator, and [illegible] are at the information desk in the log cabin [illegible] county products, old [illegible] photos, dioramas and other items. The booth will be completed by 8 pm opening day.

Inspectors Find Booth For Region 'Beautiful'

Clatsop Booth Is 'Ready'

Clatsop county's booth at the Oregon Centennial Fair on Portland will be ready for next Wednesday's opening and will be one of the most notable booths on the fair, in the opinion of local Centennial officials who inspected it [illegible]

The split log structure 30 feet wide and 10 feet deep is completed except for the insertion of colored "translighted" photographs moving picture projectors and dioramas into the openings prepared for them in the booth's wall.

Contractors assured the inspection party Wednesday that this work will be completed on time [illegible] were

Mr. Edward Harvey Astoria chairman Bail Riley the booth's designer and Charles Dalrymple chamber of commerce manager.

The inspecting party was de lighted. Dalrymple reported today [illegible] seem [illegible] ads have been raised by the Clatsop Centennial committee through distribu [illegible] cases talk of showing in a [illegible] of other dioramas and by a contribution from [illegible] county exhibit.

The party also previewed two colored motion picture films to be shown automatically by two movie projectors during the fair.

Each film will run eight minutes [illegible] shows recreational and sports attractions of the county the other depicts the fishing industry.

The films are beautiful the inspectors said. They were made by Jim Brown Portland cameraman who runs an Oregon program on television Channel 12 in Portland.

There will be two dioramas one showing the ship Columbia in the town named for the ship This diorama was prepared in Disneyland through field's efforts. Another diorama shows Fort Clatsop.

There will be six translighted colored photographs of Clatsop [illegible]

The booth will be manned by five young women Linda Bloomquist Astoria and Helen Lerbeck of Seaside, who will answer visitors questions and distribute informa [illegible]

June 6, 1949

Career Girl's Stately Home Spins Dreams of Columbia

By PHILIPPA SEABROOK
Oregonian Budget Staff Writer

[illegible] dear [illegible] days before there was a Sunset highway and Portland [illegible] you used to go and [illegible] that I was down the lower Columbia [illegible] way in Gearhart and Seaside you passed a large Victorian mansion complete with tower and stunning gardens soon after entering Astoria

It is still there with its towers rising above the trees of its garden, stumbling on the dreams of a happy era that live the high was has gone past detoured away from it.

But unless you think this a story of a house instead of the lady who lives in it, I'd reveal the fact that I have just come from the home of Dr. Clara Waffle and she is about when I'd story is written.

I realize that this won't be new to old time Astorians or to lots of new comers for that matter. But there must be lots of other newer residents like myself who have [illegible] the Flavel Mansion [illegible] drawn through the years and yet never know the story.

First of all, she is not as old as she seems. I bet a 75 year old never did the long hard years of pioneering mean she leave a mark. She [illegible] and has

Born a San Francisco Clara Young came to Astoria with her father who was an early day [illegible] pioneer and who built the 60 room old family mansion for his wife and eight children all who were given college educations.

Clara like other fortunate young ladies of that lush age went to Europe to study music and she spent two and a half years studying in Sweden and another two and a half years at the Conservatory of Leipzig Germany.

But back in her hometown once more, the graciously educated young lady decided she wanted to study medicine of all things! So off she went to the University of Oregon and graduated a full fledged doctor.

Then the lady doctor was on her own!

"I was health inspector in Astoria in the days when a goodly portion of the resident dirty little shack

What a better job for a young doctor just starting out, especially one who loved to earn lovely [illegible] roundups especially a lady!

"And I had to go down to the police station at night and see up hashed heads and cut lips where there were fights and there were fights in those days!

"One time, I remember, I had a call to go down to attend to one young woman on Astor street. My brother wouldn't hear to my going alone and accompanied me with a pistol strapped to each hip.

"When we got to the address at the foot of the stairs I said, 'This is as far as YOU go.' And so I went up alone, smiled to the patient was treated in a most considerate and grateful manner, pushed my brother at the bottom of the stairs, and was escorted home by him, pistols and all!"

After she met and married another young doctor, Eldred Waffle the two [illegible] and set out for Europe in 1910 to [illegible] all the famous clinics and continue their studies. They visited all those of note on the east coast before sailing and then [illegible] author, resident of [illegible] gave a checklist [illegible] "Many of the [illegible] and [illegible] And the room [illegible] as high as the house now, other that right for her [illegible] piano over. The second story [illegible] the carriage house was made a ballroom by her father [illegible] the dreams of waltzes and [illegible] floated out over the [illegible] of the Columbia river [illegible]

[illegible] one [illegible] a feature lover [illegible] apart and books [illegible] pieces from Europe. There [illegible] [illegible] [illegible]

Mark Centennial

Miss Pioneer Oregon's Ancestry More Romantic Than Movie Plot

Posing in a costume gown designed especially for her leading role at the Oregon Birthday Dinner Saturday is Helen Mar Meek, great-granddaughter of Joe Meek, first U.S. marshal in Oregon. She has been chosen Miss Pioneer Oregon by the Sons and Daughters of Oregon's Pioneers, symbolizing the birth of new state 100 years ago. (Allan de...

By PHYLLIS LAURITZ

...romantic than any Hollywood...

...restored light of a ...

...hundred candles will glow Sat...

...birthday cake on the speaking table ...

...eyes of Oregon's ...

...girl of the ...

...Helen Mar ...

...Meek, great-...

...granddaughter ...

...of an Indian ...

...Mar.

...born ...

...of Oregon's ...

Pioneers and destined to win ...

...house the Valentine gift of ...

...statehood to Oregon 100 years ...

...ago.

...ful face, ...

...two strong brown eyes who...

...gain a leading role with Vere...

...Jon Richard M. Nunn at a ...

...ner state birthday dinner Sat...

...urday at the U. S. National ...

...Bank Building, is the daughter ...

...e Rep. and Mrs. Vyrd Meek ...

...e 4th "of 4th Ave., and the ...

...on television.

...of her ancestry is more ...

...romantic than any Hollywood ...

...overskirt and basque ...

...The entire creation took ...

...three weeks and was cut by ...

...ted and sewed by Dot Jones ...

...of the Berg designer staff. ...

...Just closing the floor-length ...

...skirt measures 7½ yards around.

With the worn gown safe in ...

...were blue brocade slippers, a ...

...blue velvet stole, cameo jewel...

...and a lacy reticule hand...

...bag in which just might be ...

...tucked a souvenir of that royal ...

...great grandmother.

Dress Carefully Made

The result is a confection of ...

...gown that had its final fit...

...ting Tuesday and will be given ...

...for it's first time by the noble ...

...Sons and Daughters at the birth...

...day banquet and stay at homes ...

...to view it on television.

...the dress is made of a taffeta ...

...finished nylon called "crystal ...

...charm," in antique ivory. ...

...Fifteen yards of fabric went ...

...into the gown, and it needs ...

Clatsop Seen State History's Biggest Window

THE OREGONIAN

By MARTIN NIOLMAKER

...Some men of cour...

...age and determination were ...

...exploring the wild country, and ...

...holding its potentialities for ...

...wealth.

...Here, in 1805, came William ...

...Clark and Meriwether Lewis, ...

...sent by President Thomas Jef...

...ferson to find a route to the ...

...Oregon Country.

...Here, six years later, came ...

...the Astor expedition, fur trad...

...ers, on the ill-fated Tonquin, ...

...whom, later, met disaster in ...

...Clayoquot Harbor on Vancou...

...ver Island.

...The Lewis and ...

...Astor ...

...United States two of its stirring ...

...feat relating to the new territory. ...

...Both are commemorated by ...

...historic shrines at Astoria, ...

...which, of course, gets its name ...

...from the Astor venture.

...High on Coxcomb Hill in As...

...toria stands the Astor Column, ...

...a graceful 125-foot structure, ...

...while far from the city in ...

...all directions ...

...Four miles south of Astoria ...

...is a reconstruction of Ft. Clat...

...sop as it was built to shelter ...

...members of the Lewis and ...

...Clark party during the 1805-06 ...

...winter they spent at the end ...

...of the journey, before starting ...

...their return.

...The Lewis and Clark expedi...

Little Time Needed

...The Oregonian's Motoring ...

...car, furnished in cooperation of the Oregon State Motor ...

...Association, covered the agency ...

...territory in an easy ...

...time.

...The Astor column, designed ...

...by Attilio Piccirilli, a New ...

...Italian artist, is patterned after ...

...Trajan's Column ...

...The Piccirilli ...

...work is a ...

...frieze depicting the history of ...

...the region from discovery of ...

...the Columbia River by Capt. ...

...Robert Gray in 1792 to the ces...

...sion of Ft. Astoria to the ...

...United States in 1818.

...Thus includes the Tonquin's ...

...arrival in 1811, and its destruc...

...tion by gunpowder explosion as ...

...the climax to a fight between ...

...crew members and Indians ...

...with an Indian interpreter re...

...portedly the only survivor.

...Also included in the frieze ...

...is the arrival of the Lewis and ...

...Clark party, and the manufac...

...ture of salt at the Seaside salt ...

...cairn.

...The top of the Astor column ...

...is reached by an easily ...

...climbed 166-step circular stair...

...way.

...The railed platform at the ...

...top gives a breath taking view ...

...in all directions.

Wide View Seen

...To the north is the Columbia ...

...River and to the south the ...

...Lewis and Clark River, on the ...

...bank of which the ex...

...pedition spent their winter in ...

...Oregon. On the east the Coluin...

...bia River ...

...across the Coast ...

...range and to the west ...

...meets the Pacific.

...The route to the tower is ...

...well signed from several di...

...rections. An easy way from the ...

...east is to go south on ...

...Twelfth street and follow the ...

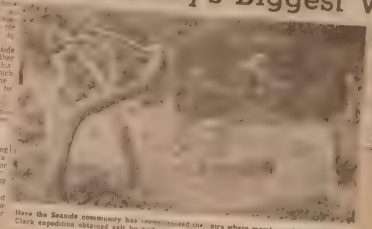
...signs.

...Fort Clatsop is a part of a ...

...state ...

...and ...

...get contained ...



Here the Seaside community has reconstructed the area where members of the Lewis and Clark expedition obtained salt by boiling sea water in preparation for return home.

R. F. Jensen, Astoria manager for the Pacific Telephone Co., stands beside the white Motoring car to survey the reconstruction of historic Fort Clatsop, where members of the Lewis and Clark expedition spent the winter of 1805-06 before returning east.

...National Memorial Installation ...

...is completed ...

...The reconstructed Lewis and ...

...Clark log cairn, situated on ...

...Lewis and Clark Way, near the ...

...Fort, surrounds in Seaside, marks ...

...the location of the plant ...

...Salt used to obtain salt ...

...boiling sea water.

...The ...

...George Gibson, who had no ...

...trained four bushels of salt when ...

...the fires were allowed to go ...

...Historical Society ...

...the site on June ...

...of Seaside, who was ...

...born at that vicinity in 1816 and ...

...died in 1905. Her Clatsop Indian ...

...father remembered seeing the ...

...white men boiling water at the ...

...site, and pointed it out to her ...

...father when she was a young ...

...girl.

The Lewis Unit of Seaside re...

...constructed the actual cairn ...

...last February, according to ...

...specifications in the Lewis and ...

...Clark diaries supplied by the ...

...Oregon Historical Society.

...A prime attraction to tour...

...ists on U.S. 101 at the old Fort ...

Mr. Miller was born ... Monday, Nov. ... the ... the family moved to ...

SECTION THREE PM PAGES 1 TO 8

The Oregonian

Hostess House

PORTLAND, OREGON, THURSDAY ...

Gearhart Teacher Turns to Writing, Publishes Clatsop History, Legends

By PAUL KAUSER

A third grade teacher whose urge to write has finally put her in the ranks of the hardest book authors in probably Oregon, a most energetic bookseller this year.

Mrs. Emma Grue Miller sells books on buses, on trains, on the street and in book stores. She's a one book bookseller and the book she sells is her own—a three-year labor of love, matter of factly entitled "Clatsop County, Oregon —Its History, Legends and Industries."

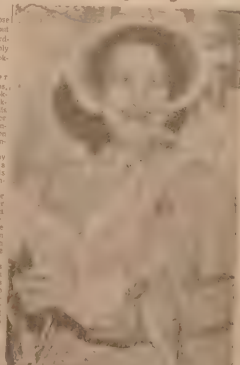
Published late last year by Binfords & Mort, the tome is a historical round up of the facts and legends of Oregon's northwest corner.

A tenure at Gearhart for the past two years and another contract to return there next fall, Mrs. Miller's writing began a few years ago when she was teaching at Cannon Beach. She became Clatsop County correspondent for the Astorian Budget.

Finding personality sketches and interviews with old timers to her taste, Mrs. Miller did a series of these. But a trip to Europe interrupted her connection with the newspaper and on her return, she decided to give outlet to her desire to write by writing a book.

Vacations Given Up

Mrs. Miller soon found that research for history is a big one, but for her it has never been a tedious one. She gave up three summer vacations and spent all her spare time during the school year at work on her project, but she's proud that in the long she



Emma Grue Miller, author of the new Clatsop County, Oregon, history, surrounded by books and papers on the subject she researched during the past three years. Miller is a resident of Gearhart and teaches school there.

The negatives? No car. No telephone. No TV. No vara...

...from 1 — 5 p.m.

...ever had more ...

...no author and ...

HISTORICAL FUND FACTS!

(This is the first of a series of four articles in support of the County Historical Fund Tax Levy)

OUR PROGRAM

Funds secured from the County Historical Tax will be used for maintaining and marking the historical sites throughout Clatsop County and for the operation of a free public museum displaying the numerous pioneer exhibits now in the possession of individuals and organizations who have offered to donate and loan them to our society if adequate facilities can be obtained for their care.

Many of our sites are now in a disgraceful condition or are being lost to us by our neglect. With the advance of the "historical fund", the sites of Fort Clatsop, earliest custom house and post office, Lewis and Clark Salt Cairn, pioneer cemeteries, old grist mills, Indian burial grounds and other historical areas throughout Clatsop County will be cleared, maintained and properly marked.

Funds are needed for erecting markers on each end of our county and at the ferry landing to acquaint our tourists with the historical background of our county and of the various sites of interest.

Tourist information centers will be supplied with maps and literature for distribution to our visitors describing our industries and historical sites.

This program is of major importance to our county and to every resident and can only be attained through your support of the "County Historical Fund."

Vote County Historical Fund and Tax
(X) YES

1946 Election Last

Clatsop County Historical Society, Inc.
Walter G. Johnson, President.

This Advertisement Through Courtesy of
Hudson Duncan Co.

HISTORICAL FUND FACTS!

(Second of a series of four articles in support of the County Historical Fund)

THE BENEFITS TO YOU!

Every individual in Clatsop County will be directly benefitted by our program for marking and preserving our historical sites and maintaining a free historical [illegible].

The return to you on the amount expended by our tourists by visiting our historical sites and museum will greatly exceed the amount paid in a small tax. By capitalizing on our tourist attractions, millions of dollars will be spent in this locality which will eventually be divided among all the residents of our county.

Historical exhibits are being lost and destroyed yearly. With a museum these exhibits can be displayed for the benefit of every resident and visitor to this area. Our historical sites are being lost through neglect; they can be preserved and marked for the benefit of yourself and everyone.

Your community pride and the value of our program to you require your active cooperation and support in our program!

Vote Historical Fund and Tax
(X) YES!

1946 Election Last

Clatsop County Historical Society
WALTER G. JOHNSON, Pres.

This Adv. through courtesy of

ASTORIA LIONS CLUB

HISTORICAL FUND FACTS!

(Third of a series of four articles in support of the County Historical Fund)

COUNTY BENEFITS

Figures released by the Oregon State Highway Commission show that 600,000 cars visited our state during 1948, that an average of 3.07 passengers were in each car and that each tourist spent $5.35 a day during their stay in Oregon, with a grand total of ninety-two million dollars spent by tourists during this year.

With the operation of a free historical museum and the preserving and marking of our pioneer sites throughout the county, we can induce the majority of our visitors to de-ay one day with a yearly revenue of millions of dollars expended in our county.

The tourist industry is one of our major assets. In the past we have neglected to capitalize on this fact. A tax levy of only one-half mill will provide approximately $9,000 for completing the program of preserving our tourist attractions and will result in the return of thousands of dollars for every dollar raised by this small tax.

Don't forget: Every dollar spent in industry in our county is returned to the residents and taxpayers.

Vote Historical Fund and Tax
(X) YES

CLATSOP COUNTY HISTORICAL SOCIETY, Inc.
Walter G. Johnson, President

1946 Election Last

This Ad Through Courtesy of
Hildebrand & Co.
FURNITURE

HISTORICAL FUND FACTS!

(Fourth of a series of four articles in support of the County Historical Fund)

HOW MUCH WILL IT COST ME?

The County Historical Fund of only one-half mill tax will raise approximately $9,000 for the preserving and marking of our historical sites throughout the county and for maintaining a free historical museum.

The tax on a dwelling and small tract of land situated along the highways of our county will be approximately 25c a year.

For the average house and lot in any of the cities and towns of the county will be approximately 20c a year.

Yet this small tax will result in inducing our tourists to visit our sites and museum and the spending of millions of dollars throughout the county for hotel accomodations, food, car expenses and other items by our visitors.

We have neglected to capitalize on our tourist industry in the past. Let us act now before our exhibits and historical sites will be lost to us forever.

Our program has the support of 16 civic and fraternal organizations throughout this county. It should have your support also.

Vote Historical Fund and Tax
(X) YES

1946 Election Last

Clatsop County Historical Society, Inc.
Walter G. Johnson, President

This Ad sponsored through courtesy of

Lower Columbia Cooperative Dairy Association

ATTENTION VOTERS

The CLATSOP COUNTY HISTORICAL SOCIETY is a[sking] the voters of Clatsop County for a half mill addi[tional] to our tax levy. This measure appears on the [ballot] (Tuesday, November 2nd), under the words[:] "HISTORICAL FUND AND TAX," and is No. 10 on the [ballot]. The tax is to be levied annually and in[cludes] a half mill. The modest sum of money[s] from this tax will be used for the following purp[oses]:

The CLATSOP COUNTY HISTORICAL SOCIETY plans to commemorate the arrival of LEWIS and CL[ARK] in the year 1805, at their winter quarters and terminus of the[ir] momentous trip 150 years ago next year, by a month[-]long celebration next summer, and it will be called THE L[EWIS] AND CLARK SESQUICENTENNIAL.

This celebration will be given wide publicity in Oregon, the West Coast and to more or less extent throughout the nation and will be listed in travel folders and other travel literature.

The OREGON STATE HISTORICAL SOCIETY will go "all out" in assisting with this celebration, but unfortunately, they have no funds for this purpose.

And just think what this celebration will celebrate!

President Jefferson had just bought a piece of "Louisiana." Even smart Mr. Jefferson didn't [know] sure how big it was, what it was like or even [if] where some of it was. And a man does would answer questions he had about it.

President Jefferson commissioned Meriwether Lewis, 29, and William Clark, aged 33, to [explore] but the cost to the Government was [small]. The original party consisted of [32] men, and on [the] homeward Missouri trip [they] [illegible] questions after two years and four months, filed SEVEN PRINTED VOLUMES, and the maps they made proved unbelieveably accurate!

AND BY REACHING THE COLUMBIA AND FOLLOWING IT TO THE SEA, they clinched completely [their claim] to all the rich Northwest. And from [there] poured by the tens of thousands onto the [land]. The CLATSOP COUNTY HISTORICAL [SOCIETY] to properly celebrate this thrilling event in history, AND THE PLANNING SHOULD [START] NOW!

The CLATSOP COUNTY HISTORICAL [SOCIETY] owns a magnificent museum, an asset [already] located in the old Flavel mansion, a [historical] piece itself! located on the whole [block] between 8th, and Duane and Exchange [streets] in the business district of Astoria. This location [assures] tourists will visit it from now on in ever increasing [numbers]. Also, the Historical Society, with the help of [many] [friends] and [members] [have] [collected] stone [implements] [and] [other] [articles] [of] [interest] [illegible]

Our slogan is---ATRACT, ENTERTAIN, DETAIN, Tourists!
We urge you to please mark your ballot No. 10---(YES)

1954 Last time we voted

PD. ADV. CLATSOP COUNTY HISTORICAL SOCIETY
O. A. Owen, Pres.

To The Voters Of Clatsop County

On the November 2nd ballot there will be a measure asking for a tax levy not to exceed one-half mill for the purpose of establishing a historical fund for Clatsop County in order that the historic spots may be preserved and perpetuated for the future.

It may be argued, and we agree, that this trifling expenditure of funds may add to the wealth of Clatsop County on account of expenditures by visitors to such historic places.

If the preservation of these venerable places is to be maintained only for the purpose of making money out of them, then our cause is in vain, and the results desired will not be accomplished.

Down through the ages has come the injunction "Not by bread alone doth man live, etc., etc." Not by money and sky-scrapers and boulevards does a community live and prosper.

If we do not think of the sacrifices of the few who made these historical places immortal and try to inculcate our children and those who come after with the sacredness of the obligation we owe for the struggles which kept this Northwest as a part of the United States, then our effort will be fruitless.

This one-half mill levy will mean a tax of twenty-five cents per annum on a $500.00 valuation, or fifty cents on a $1,000.00 valuation. This little item surely will not stop us from showing coming generations the beginnings of our history. There is one thing we should always remember, and that is those people who have no pride of ancestry will never leave anything to posterity to be proud of.

Let us show that this does not apply to Americans by voting for the little one-half mill levy.

1946 Election Last

Sponsored by:

Astoria Spruce Corporation
W. P. O'Brien, Manager

Card of Thanks

CLATSOP COUNTY HISTORICAL SOCIETY

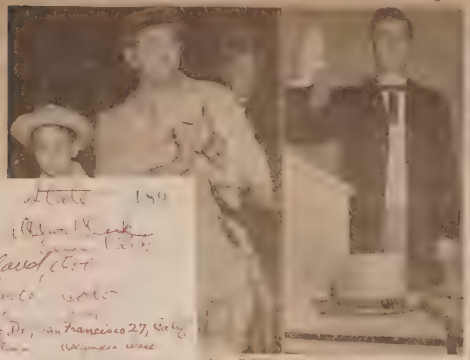
The Society wishes to thank those who supported the proposed measure to establish an historical fund and tax. We know that we have some over four thousand friends in the County who agree that our work is necessary and a great asset to the community in attracting and keeping [tourists] in the area. However, it was put to a fair vote and the measure defeated. Now we must find other means to maintain the work to be done. It would be unthinkable to do otherwise. We feel that perhaps, in lieu of the tax dollar which will not be levied, if everyone who voted for this measure would voluntarily become a member of the Society and send in a dollar to become a member for the calendar year 1961, we could continue our work and progress.

There are no restrictions on membership and the dues are a mere one dollar per calendar year. The Society needs and welcomes new members and new ideas. We have no paid employees and personal solicitation of memberships is too big a job for the few members who are active. You do not have to come to meetings unless interested — they are held at 8 P.M. on the second Wednesday of each month at the Historical Museum. JOIN AND ATTEND.

Send your dollar with your name and address on the envelope to the Clatsop Co[unty] Historical Society, 441 Eighth Street, Astoria, Oregon and we will forward your membership card. We thank you.

CLATSOP COUNTY HISTORICAL SOCIETY

Oregon Legislators Combine History and Hilarity at Oregon City



Hatfield is sworn in as Gov. John Whiteaker at right. At left is Rep. Victor Atiyeh (R Washington County) and his son Tommy, 11. Rep. Pat Meike (R Bend) is at Atiyeh's left.

A garter-holstered pistol helped make Mrs. June Christopher's Centennial costume a standout at the mock legislative session in Oregon City Wednesday. She is the wife of Rep. Harold B. Christopher (D-Portland). The gun shoots blanks with loud report.

Oregon Wagon Train rek to the Beaver State

Replica of the prairie schooners that made the Oregon Trail journey 100 years ago turned a corner into the main district of Independence, Mo., Saturday at start of a parade that kicked off the Centennial Oregon Trail observance.

By GORDON MACNAB

INDEPENDENCE, Mo. (AP)—Rain poured down Saturday on a parade of covered wagons that sought to recreate one part of the Old West.

The parade, following a brief bit of speech making, was a preliminary send off to the Oregon wagon train.

Seven covered wagons will leave here Sunday for Independence, Ore. They were in the parade that curled Independence Square Saturday along with local riding groups.

Appling Issues Invitation

The parade was a mutual salute between Independence, Mo., from which pioneer wagon trains first headed West in the 1840s, and the State of Oregon which is observing its Centennial this year. The covered wagon trip West is to help promote the Oregon Centennial Celebration which will open June 10 at Portland.

Oregon Secretary of State Howell Appling Jr., who is representing Oregon Gov. Mark Hatfield, invited Missourians to the celebration—and asked former President Harry S. Truman to give a Fourth of July address.

Speaking from a reviewing stand in front of the Jackson County Courthouse at Independence, Mo., ex-President Harry S. Truman greeted Oregonians at a parade which marked start of Oregon Trail trek. (Sterrett photo via AP)

Truman spoke ... Oregon wood plow ...

rancher, one-time movie stunt ... with wagon wheels. The iron ... tires will stretch from the ... for pleading — but we have a tire ... as well as extra wheels.

The forecast suggest partly cloudy skies for the start and a temperature reaching to near Those in the wagons—21 people at the start to be joined by three more when school is out in June—are ...

and complained "Today is going slower than any other day I just can't wait. She has been here four days."

Daughter Pays Visit

Dave Gastman, 42, Cottage Grove, Ore., also wants to get started. His daughter, Mrs. Carl Sexton of Beaverville, Ill., came to see him off, and said she wasn't surprised to find him in the wagon party.

"I always lived in the woods and had horses," she said.

"That's the way to live," said Gastman. "And that's what the other people in the wagons feel. That's why they are making the trip."

If mishaps are no more serious than a scheduled Indian attack at Bayard, Neb., in late May, the trip will end at Independence in western Oregon.

As a precaution against traffic mishaps on the way, a horseman will be at each end of the wagon train on the highways and spare parts for the wagons will be carried by a truck escort.

"If the whole train doesn't get upset out," Serpa said, "we'll make it."

Mayor William Sermon of Independence, Mo., received a gift of myrtlewood bowls from ...

... page 20

Record in Pictures of Royalty's Visit

George Abrahamsen shows scrapbook he presented to Flatiop County museum to Mrs. Russel Snider, curator of the museum. The handsome white leather bound book is filled with colored pictures taken when Lord and Lady Astor and their family visited Astoria during the Sesquicentennial celebration here ... hamers, who was then preparing ... were, made two identical scrapbooks of ... pictures of the Astor party's stay here, one of which was sent to Waldorf Astor, ... birthplace of John Jacob Astor I, ... of Astoria, to be presented today at ceremonies making it a sister of Astoria, U.S.A. the other goes to the historical museum where it will be on display for the public to see.

Daily Astorian July 17, 1963

Oregon Legislators Combine History and Hilarity at Oregon City

Missouri Skies Pour as Oregon Wagon Train Limbers Up for Long Trek to the Beaver State

Record in Pictures of Royalty's Visit

Daily Astorian May 17, 1963

Weekly Ast

Astoria, Oregon, Friday, December 26, 1952

Oldest Passes

MRS. CELESTIA A. GEARHART

Oldest Resident Dies Near 104th Birthday

Mrs. Celestia A Gearhart, As... oldest resident o... Mrs Marshall Bolton Pendleton of Portland, Marjorie Gearhart of ... both of them bein...

...urvived by her wife husband ...

Born In Ohio

...

Taught Here

...tion in Astoria. She was mar... the following year to John W. Gearhart and has made her home here ever since.

Mrs. Gearhart was active in civic affairs and particularly in work of the First Presbyterian church, of which she was a member. For ... she was ... active workers in the WCTU ...

Mr. and Mrs. Gearhart had four children, of which two survive. They are Miss Esther Gearhart of Astoria, with whom Mrs. Gearhart had made her home since the recent years, and John Neal Gearhart, Rocky Point.

Funeral To Be Announced

She also has nine grandchildren and 12 great grandchildren.

The grandchildren include Mrs. Thomas F. Skinner, Astoria, and ...

100 Years of Living

...d a recent ... and ... John W. Gearhart the following year ...

...n Burdzer Photo

A Century Recalled

...r. Flavel and the Callenders

Thus a century of Oregon history is recalled in Mr. Flavel's passing. His ancestors gave their name to Flavel, Or. The Flavel mansion, an elegant Victorian structure maintained by the Clatsop County Historical society, is a show place of Astoria although in disrepair in recent years.

Mr. Flavel attended the old Portland ...

Mr. Flavel was, for many years, president of the First National Bank of Astoria and was active in business, church and civic affairs. His ... was a quarter life than those of his ancestors who helped to clear the wilderness. But ... Astoria editor who knew him remarked, ... he had to give was different than what the ... gave to this community. He gave a ... fulfillment, a warm and gentle honesty that the world needs much of these days."

Old Kinnear Home Is Treasure House

By D. R. S.

An article describing the old First Hill Kinnear and Wetherell homes, appearing June 10 on this website, brought letters from readers ... seeking for more articles. Jerol Smythe, executive of the past 7 ... two houses are for sale—perhaps they will be taken down to make way for apartment houses—but the Kinnear home on Queen Anne Hill, older by several years, built by Simmons ... and who lived in by Kinnears, gives one the feeling that ...

BACK in 1884, '85 and '86, how he and his wife and their ... Capt George Kinnear and cook Della Clark rattle around his spacious ... Charles used to go by ... the many antique filled ... eastbound from their home ... rooms showing the treasures at Third Avenue and Spring of the past they have collected ... Street to near the front of ... It would take a book to adequately describe the furnishings ... Queen Anne Hill to park wide ... quately describe the furnishings ... blackberries. "Well, he did ... Mr Kinnear packed them here," declared Captain Kin... up in South Carolina Louisiana ... Europe, Guadalajara and ...

The house was at ... in Mexico City. Outside of the 1887 and that first year 24-car ... radio and television set, and painters worked on it. But the ... the old Chambers range in the ... kitchen and a few things such ... Dutch, at the dining room chandelier ... left over from pioneer days. ... reared its ... there's hard to an article of ... furniture that was not origin... in some southern quarte... None of the Civil War ...

And others hone come from ... Mexican ... palaces or ... in the case of the drawing room ...

... of Italy. The ... the drawing ... ... were from a ... church ... that was ... in shambles. The gold leaf ... Richmond ... ished in ... was discovered then ... and the parquet ... over the window ...

About Fireplaces

... of the fireplaces have ... as they were of an ... small tiles, but the ... space of ... an impor...

... a ... of carrying ... the house. One of the four ...

... kettle of ... to summ... ... these words ... Kinnear," ... the Kinnear home ... and beam... town. When the ... arved. "Think of house was ... cut ... ation for the ... house has a large cel... ... vous the best ... with the ... pantry and ... entra, hallway ... the steam ...

Ivy From England

If you've walked ...

Own Water System

... ...

Oregonian.

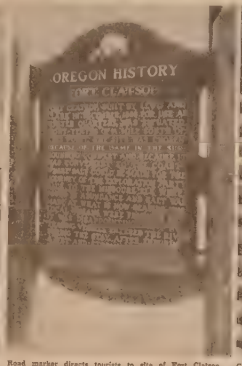
THE OREGONIAN, SUNDAY

U.S. Plans to Build Lewis & Clark Museum at Clatsop Memorial

Numbers of tourists visiting re-created Fort Clatsop near Astoria indicate new national memorial there commemorating Lewis and Clark expedition will be a leading attraction.

Salt cairn at Seaside is visited by Carolyn, Louana and Russell Dahl, children of Mr. and Mrs. Randall Dahl of Chehalis, Wash., learning more Northwest historical lore easy way.

Bill Roudy of Warrenton, caretaker for the Oregon Historical Society, views new plaque marking site of Fort Clatsop, first of nation's newest memorial site, honoring explorers.



Road marker directs tourists to site of Fort Clatsop, winter quarters of Lewis and Clark expedition, at which $260,000 development is planned by federal authorities.

Caretaker Bill Roudy shows re-created Fort Clatsop to Mr. and Mrs. Harold Hinge of Spokane, among first to visit after establishment of the area as national shrine.

Victory Celebrated

Clatsop county played host Monday night to U.S. Sen. Richard Neuberger, featured speaker for a banquet marking completion of plans for the Ft. Clatsop memorial park. Guests at the Astor hotel banquet included (from left) Mrs. Neuberger, Eugene Lowe, city councilman, Otis Owen, Clatsop county historical society president, John Wirks, Astoria architect, greeting Sen. Neuberger (right) prior to the start of the dinner, sponsored by local and state historical societies.

Residents Helped Senator Asserts

The people of Clatsop county [can to establish the monument] had a big share in obtaining legislation for a Fort Clatsop National Memorial by providing solid "grass roots" support, U. S. Senator Richard L. Neuberger told 200 people who attended a Fort Clatsop victory banquet in John Jacob Astor hotel Monday night.

The senator sponsor of legisla[tion] the Lewis and Clark expedition was "one of the greatest events in the annals of American history," and that it had never received appropriate recognition in the national system of shrines and monuments. That is why I introduced a bill for that purpose in my first year as a member of the Senate, he said.

Hails Action

The Oregon junior U. S. sena[tor] hailed the action of the last Congress which gives recognition at last to the daring exploits which brought the flag of the United States overland across

(Continued on Page Two)

Otis Owen, president of the Clatsop Historical society, presented a framed certificate of life membership in that organization.

Guest Tips

Neuberger also took part in the gift exchange, presenting to Owen a letter transmitting the pen used by President Eisenhower in signing the Fort Clatsop national memorial park legislation, last May 29.

"This is a gift for your personal display from myself, Rep. Walter Norblad and President Eisenhower," the senator told Owen.

Neuberger noted that the effort was truly bi-partisan with himself and Representative Norblad joining forces to obtain passage of the legislation. The bi-partisan dinner audience applauded loudly.

The Fort Clatsop National Memorial will become a major tourist attraction as well as a fitting historical shrine for the state of Ore-

Neuberger, author of the federal

Historical Group Official Reports Renewed Interest

There has been a revival of i[nter]est in the history since Worl[d] War II and a companion increase of local historical societies throughout the country. Then 50 readers told about 50 members of

guests Tuesday.

Silvestro a executive director of the American Association for State and Local History, an affiliation of local and state historical societies.

Silvestro flew out from his Madison, Wis., headquarters Monday night for a tour of Oregon historical societies and came to Astoria for his first stop.

Silvestro accompanied by Director Thomas Vaughn of the Oregon Historical society, addressed a luncheon meeting Tuesday noon and conferred with directors of the local historical society afterward principally regarding efforts to obtain voter approval next November of a measure to create a county historical fund.

Silvestro told luncheon guests that his association will provide helpful material on such projects as improvement of the exhibits in historical museums.

He also declared that the growing public interest in history makes historical sites important as lures to the tourist trade, citing such examples as Williamsburg Va.

Silvestro said he thought this community has, particularly in Fort Clatsop, an unlimited opportunity for a fine program to draw visitors, and that the new Fort Clatsop Memorial Park has a great economic value to the community.

Vaughn also spoke briefly in support of the ballot measure for a county historical fund and introduced Harry Lechler, new curator of the state historical museum.

The visitors left during the afternoon for Tillamook to continue their swing about the state.

Fort Clatsop Size Settled

WASHINGTON (AP)—

125 acres located on both sides of the Lewis and Clark River within boundaries set Thursday by Secretary of Interior Fred A. Seaton.

The main section of the memorial grounds will contain 80 acres roughly in the shape of a triangle on the west side of the river where stands a replica of the historic fort in which Lewis and Clark wintered in 1805-06 before returning eastward from their expedition. A point of the triangle will be due west of the fort.

The other 26 acres will be on the east side of the river mainly to shield the view from the opposite shore. The area lies two miles south of the Columbia River and 3½ miles from the Pacific

will now proceed to acquire the land, most of which is privately owned. About six acres within the designated boundaries is expected to be donated by the Oregon Historical Society and Clatsop County Historical Society, which jointly administered the area as an historic monument. Some other private land may be donated, a park service official indicated.

100 Acres Required

The national memorial cannot be created until the government has acquired at least 100 acres. How long that may take depends on negotiations with land owners.

Boundaries of the triangular section were placed so as to include a planned relocation of the old road which now passes in front of the fort. The relocated road will be about a mile long as it passes through the memorial grounds. It will be built by the government, then maintained by Clatsop County.

The original estimate of 100 acres for the memorial was too tight to include the relocated road, an official explained, so it was increased to 125 acres.

Congress authorized creation of this addition to the national park system under legislation sponsored last year by Sen. Richard L. Neuberger and Rep. Walter Norblad.

Clatsop Tag At $266,000

The total cost of developing Fort Clatsop, the site of the winter home of the Lewis and Clark expedition near Astoria, as a national memorial [illegible] be about $2[illegible]

[illegible] provided in the federal budget for 1960 but friends of the project are urging that the full amount be appropriated for the 1959 fiscal year which begins July 1, 1958.

In addition to preserving the log replica of the old military post built for the Astoria observance in 1955 of the Lewis and Clark sesquicentennial, the proposed memorial program calls for a headquarters and a museum costing $110,000 and two residences for the permanent staff.

SEN. NEUBERGER disclosed that once Congress provides the funds for the program there will be a [illegible]

The historian is to deliver lectures to groups of visitors, mainly college and high school students who have special interest in the exposition. Some $15,000 is planned for museum exhibits.

About 100 acres of land estimated to cost $278,000 is to be acquired. Around the entrance and along the one ½ the original historic [illegible] movement is to be made to conform with roadside beauty requirements by [illegible] with bulldozers and other grading corrections.

By RICHARD L. NEUBERGER
United States Senator from Oregon

My constituents are going to be happily surprised by the detailed and extensive plans presently under consideration for the formal establishment of the Fort Clatsop national memorial near Astoria.

This unit of our national park system of historic shrines [illegible] the first in Oregon—was authorized by the bill I stood [illegible] at Eden.

[illegible] over after unanimo[illegible]

[illegible] the house under sponsorship by Rep. Walter Norblad and my self.

Fort Clatsop national memorial will do far more than preserve the rebuilt version of the old log Fort Clatsop. Elaborate plans call for a permanent headquarters building and interpretive museum to be constructed at a cost of at least $110,000, perhaps more.

In addition, two staff residences will be built at a combined cost of about $36,000. A superintendent qualified in both historical and administrative matters will be continually on duty as well as a historian whose chief duty will be to give [illegible] to visitation [illegible]

That was an important site in the history of this nation, especially of this part of the country [illegible]

[illegible] years Oregon people have contributed money to restore and preserve the site for its historical interest. Now there is a bill in congress to add it to the list of places that the federal government maintains and protects as national [illegible]

The senate's interior committee has approved the bill and soon it will be voted on in both houses, then go to the President for his signature, if a majority approve. This they should do, for the Fort Clatsop site has, and always will have, the greatest interest for the Northwest's people who want to remember the hardships and sacrifices that were made by those who opened up this prosperous corner of the continent and kept it within the United States of America

lectures to groups of visitors, especially college and high school students.

Exhibit Planned

A complete historical [illegible] tion will be shown so that visitors can obtain some authentic knowledge of the bleak and eventful winter of 1805-06 spent along the shores of the Pacific ocean by the first party of Americans ever to cross [illegible] coast.

The total cost of develop[illegible] be in the neighborhood of $[illegible]000.

Herbert E. Kahler chief historian of the National Park Service, Lee J. Diederich, chief of national park system planning and Roy E. Appleman, staff historian of the park service, have begun thinking of the most specific details of the planning, even to benches and bunks for the recreated fort.

One of their chief concerns is that comparatively few relics of the Lewis and Clark expedition itself still are available by their present custodians.

Mr. Kahler told me "It may be that we shall have to furnish the museum [illegible] at least at the beginning, with modern materials which fit the Lewis and Clark story, such [illegible] and such

Trial Marked

As part of the memorial, officials of the park service hope to preserve p[illegible] from the site of t[illegible] ward toward Sea[illegible]

[illegible] coast.

It is my plan to contact officers of the Crown Zellerbach corporation in an effort to obtain for the memorial a segment of virgin evergreen timber including the trial so that school children can see the identical trees which may have been standing when the first west-bound Americans passed this way with our flag.

The exact [illegible] the headquarters [illegible] museum has not been determined. As [illegible] development the memorial [illegible] approximated by Congress, the San Francisco re

This entitles

MRS. CHESTER LOVE

to a seat on the REVIEWING STAND for the Centennial & Armed Forces Day Parade...First & Main Sts.

May 16, 1959....Parade starts at 10 A.M. (be there by 9:30 for introductions)

6 Union-Bulletin Walla Walla, Wash., Friday, May 15, 1959

Astorian on Hand for WW Centennial Parade

From Centennial-minded As-the city of Astoria, and other towns, at the mouth of the Co-perspectarian, lombia, Mrs. C. M. Love, better[1] Mrs. Love, former Walla Walla known to her friends as Jo, an Valley resident and member of rived in Walla Walla by plane the Courtney Reeder family, had Thursday afternoon armed with a lived on the Oregon town for the wardrobe of fancy Centennial past nine years costumes, letters from the As-toria Chamber of Commerce and the Fort Clatsop Historical So-ciety for Walla Walla's mayor and Chamber president, a key to

Walla Walla Union-Bulletin

Women's Features

Iris Myers, Editor Barbara Dunkelburg, Ass't

Now the Chamber of Commerce ran in and Monica Thursday by Mrs Baker & Centennial and Mr. and Mrs

met the Mayor, President of Chamber of Com. Miss Meyer, County Clerk and Family.

and luncheon at Marcus Whitman met my former school friends Dorothy Elliot - Ruth Hartnett Margaret Petty-John, who is president of Pioneer Historical Society.

From the stand - the M.C. invited all the people to stand Clatsop County Fort Clatsop, Astoria, the Chamber - it was on T.V. My folks saw me on T.V in Yakima -

We had our family reunion Monday and I started home Tuesday -

Letters and gifts - I spent out $10.00 worth of the Money we took

12 • 4M THE OREGONIAN, WEDNESDAY, FEB. 25, 1959

Winter Signaled by Wood Supply

and sheds well stocked for the furnace and kitchen range during cold months.

Whine of the spinning saw and resiny odor of sawdust and freshly cut wood were familiar to the scenes in days when wood was stacked at the curb to the tune of chugging motor.

By PAUL HAUSER

GONE! GONE! GONE!

Gone with the wood saw and the chopping block. Gone with the wood stove. Once there was when coming

John Reith, Farmer, Dies In 93d Year

John W. Reith, prominent pioneer Clatsop county farmer, died last night less than a month before his 94th birthday.

Death came as result of a stroke a week ago. He died at the home of his son and daughter-in-law, Mr. and Mrs. Floyd Reith, where he had been staying for the past nine months.

Reith had been a Clatsop county resident for 70 years and was one of the best known and most active farmers in Lewis and Clark valley for many years.

He was a pioneer dike builder, helping pass for good

water for irrigation and an organization for establishment of rural telephone lines in the valley.

Reith was born February 27, 1865 in Wisconsin. Pa., where

[illegible] At the age of 21 he went to Nebraska and at the age of 25 a [illegible] He was engaged in farming [illegible] Thence he went to [illegible] at Portland with the pass[illegible] buying horses and passing [illegible] to a big fleet of [illegible] and was [illegible] for a [illegible] time and came to Astoria 70 years ago. [illegible] went to work on a farm owned by [illegible] D. K. Warren. Warren [illegible] founder, first began as drayer and [illegible]

In those days the [illegible] was almost [illegible] and a [illegible]

(Continued Page 2)

Sep 4 '59 p5

John Reith, Farmer, Dies In 93d Year

(Continued From Page 1)

[illegible] pioneer was to haul their [illegible] used on farms in those days.

After five years Reith went back to Iowa on a visit to see his future bride, who [illegible] went home with Oregon.

They were married Oct. [illegible] Elva A. McCall, Tabor. They [illegible] left a part. [illegible] and established a home on the D. E. Delorme place in the Lewis and Clark valley, in the Mount Jerome area.

Reith was a pioneer as a farmer on the Delorme place and [illegible] went to work at dike building. The [illegible] at hand at that time being built on the [illegible] Reith lived there.

[illegible] high and six feet wide at the top. One cord [illegible] cubic feet. they were [illegible] standard [illegible] placements.

As payment for dike building Reith received [illegible] design a [illegible] dwelling [illegible] present Reith farm in 1892. He built a [illegible] new home years ago and [illegible] planted the [illegible] orchard. [illegible] current in Deh [illegible] was sent [illegible] He [illegible] retirement to [illegible] out [illegible] of the [illegible] and [illegible].

After [illegible] years Reith lived [illegible] years in Portland with his [illegible] residence [illegible] to Astoria [illegible] months ago.

Reith was noted by his [illegible] at 10 p.m. At the age of 70 he [illegible] valued vote Astoria from the [illegible]

Reith was one of the organizers of the county road system and [illegible] for establishment of Young's Bay bridge where it [illegible] now. He and Jesse Larson [illegible] the Lewis and Clark road from [illegible]

[illegible] Astoria. [illegible] Reith owned at [illegible] steamer M. Ainsli carrying mail [illegible] Lewis and Clark to Astoria [illegible] months.

He was also [illegible] in organizing Lewis and Clark Telephone company. He [illegible] one of the [illegible] was a charter member of Astoria grange, member of the Pomona [illegible] and an honorary Knight [illegible] post.

Survivors include two sons, Floyd H. Reith, Astoria [illegible] man, and Jacob H. Reith, [illegible] and [illegible]. The Reith [illegible] three daughters, Katherine [illegible], Mrs. Zoe [illegible] [illegible] and Mrs. [illegible] Hutchens, Route 3, Astoria; 13 grandchildren and four great grandchildren.

Funeral services will be Tuesday afternoon, details to be announced later by the Hughes [illegible] chapel.

Oregon's Pioneers Were Ingenious Homemakers

By Mary Cullen
Journal Food Editor

What did pioneers eat? This has been a continual question to members of the Mary Cullen staff of the Journal.

Obviously their selection was limited. Narcissa Whitman, the first white woman to come across the plains, writes in her diary about running out of food on the way. She longed for some of ma's saleratus biscuits.

The Whitmans eventually were reduced to living only on the meat and fish that

YEAST was kept in a jar or crock of starter. This usually turned sour during warm weather and sour dough and became

sour dough was made by the pioneer women out of hard wood ash. A good proportion of this had to be used because the product was not refined. That is why many of the old time recipes call for several times more soda than we would use in present-day cooking.

Meats were roasted by turning on a spit over a campfire. Or, as the accompanying picture shows, some of the stoves had the hand turned spit as an accessory. But there were the stews, pot roasts and fried meats, too.

Wagon train cooks usually had a large iron cooking pot with small holes around the sides. Coats from the breakfast fire were put into this and another smaller iron pot was aced inside. Then meat or oots — sometimes both —

were covered and hung from the end of the wagon to cook during the day, thus to provide a good hearty lunch or dinner dish a short time after the wagon train had stopped.

BEANS to most Oregon pioneers meant the small white bean. This was because so many of the wagon trains were made up of "Yankees." When salt pork ran out, a chunk of venison or buffalo—or even bear meat scraped of all fat—would be added along with some lard and molasses.

Bear, venison and other animal fats had a strong flavor. Although a mixture of bear grease and ashes was considered good for rubbing on the chest for a cold, the grease was not considered edible.

FRUIT, aside from wild plums on the "rimrock" and salmon and huckleberries, was very scarce the first few years in Oregon. Many a letter sent east by the pioneers expressed delight in the way apple trees took hold in the new country.

There was little canning in the early years. Instead, berries and apples were dried, as were peaches and other fruit. Huge crocks of fruit butters were made but since the western sections of Oregon and Washington were damp it was discovered that these products had to be covered with wax to keep

ROTISSERIES in stoves are new? Here's one illustrated in American Women's Home published in 1869 and written

12 4M THE OREGONIAN WEDNESDAY FEB 25 1953

Winter Signaled by Wood Supply

John Reith, Farmer, Dies In 93d Year

John Reith, Farmer, Dies In 93d Year

Continued From Page 1

THE LORD'S PRAYER *in Chinook Jargon*

NESIKA PAPA KLAKSTA MITLATE KOPA SAGHALIE

KLOSHE KOPA NESIKA TUM TUM MIKA NAM

KLOSHE MIKA TYEE KOPA KONAWAY TILLICUM

KLOSHE MIKA TUM TUM KOPA ILLAHIE, KAHKWA KOPA

SAGHALIE POTLATCH KONAWAY SUN NESIKA MUCKAMUCK

SPOSE NESIKA MAMOOK MASAHCHIE WAKE NIKAHYAS

SOLLEKS PE SPOSE KLASKA MASAHCHIE KOPA NESIKA

WAKE NESIKA SOLLEKS KOPA KLASKA

MAHSH SIAH KOPA NESIKA KONAWAY MASAHCHIE

KLOSHE KAHKWA

GREETINGS AND BEST WISHES FOR PEACE, SUCCESS AND HAPPINESS IN THE YEAR AHEAD

DONALD H BATES

Oregon's Pioneers Were Ingenious Homemakers

By Mary Cullen

sour dough was made by the

cause so many of the wagon

trains were made up of Yan-

kees." When salt pork ran

venison or

bear meat

would be

some lard

and other

strong fla-

mixture of

ashes was

or rubbing

Indians
Of Old Oregon

KUTENAI
Crossed Rockies regularly to hunt buffalo

This is the 19th in a series of 21 articles on Indian tribes of the old Oregon country, prepared by George M. Cochran, Oregon artist. Next week: Shoshone or Snakes. Address artist care of The Oregonian, Portland.

By GEORGE M. COCHRAN
Oregon Artist

The Kutenai Indians resided in small bands scattered along the Kootenai River in portions of Idaho, Montana and [illegible]

stone across the Rockies to hunt buffalo. These Idaho Kutenais differed all of these game resources, except buffalo, for [illegible]

food. Both groups made extensive use of roots and berries.

For dwellings the Kutenai preferred the conical lodge made of poles and covered with cattail mats or deer hides.

The Montana and British Columbia Kutenai used the horse extensively in traveling back and forth to the buffalo range. The type employed upon the Amur River in Asia.

The Kutenai believed in a Great Spirit and a host of lesser spirit naturals, represented mostly by various animal and bird species, which acted as intermediaries between man and [illegible] Being and mankind. The aid of these spirits were [illegible] actively sought in a number of native ceremonies, such as the Sun Dance Conjuring Performance, Bleeding Dance, Sweat-house rite, etc.

The Kutenai language is not known to be closely related to any other Indian language.

red-skinned mates were married on his mission

Indian Brides of Oregon Pioneers

Records Reveal Many Happy Marriages Of Early Settlers and Indian Maidens

by Fiswoin Lee
Portland Area Lance Writer

WHEN George Clay was born in Gloucestershire England on Aug. 15, 1798, somewhere in the same country Boyd-ness William Johnson was probably born. Both were to be the progenitors of surprising whatever mixed ancestors was to be in the veins of these two blue-eyed English boys were to touch [illegible] and to influence greatly the [illegible] at an early age they were to see [illegible] freshly dissolved apart both finally came to Oregon, arriving [illegible] men and the fathers of [illegible] families, and took active parts in the establishment of Oregon a government.

In the state's history they each held office to a high degree. [illegible] for Johnson was first a state senator [illegible] and [illegible] Clay [illegible] across the Willamette from [illegible]

George Clay, although younger [illegible] Lewis Oregon, arriving with the Wilkes Pierce Hunt party in 1811. Mr. Johnson came to Oregon a party joint in the way of 1812 or [illegible] so to have been in Oregon by 1826. At that time he was a resident of the station of the Hudson's Bay company.

Settled Early On French Prairie

It was [illegible] during the period between 1825-1834 that Johnson took his Indian wife for he [illegible] and with being one of the settlers on French Prairie [illegible] established there with [illegible] in 1834. Perhaps Johnson's boyhood was spent on a farm, at any rate he knew [illegible] and when he went to and chose 45 acres of the most fertile land in the Champoeg district.

The small and scattered settlement at Champoeg must have seemed a populous center of culture and enlightenment to those more distantly situated. Occasional visitors from the outside world, too, made the big house of "Champoeg's welcome shelter from the cold penetrating rains of early winters as well as provided them the frequent if [illegible] meal and another.

The Johnsons must have been for several years one of the most comfortably situated families of the district for at a time when all strangers were hospitable they were the ones who put up visitors most often. And although Thomas Fatman describes their [illegible] rose and Wilkes with considerable damage both these early explorers nevertheless took advantage of the hospitality Farnham describes the visit of 1839

A hewn-log structure about 20 feet square with a mud chimney hearth and fireplace. The furniture consisted of one chair a number of wooden benches, a rude bedstead covered with flag mats and several wooden and tin platters knives and forks tin pint cups, an Indian [illegible]

Adopted Daughter Wed by Gay

In addition to the Indian wife and the brown boys there had been for several years previous another members of their household. Louise, an adopted daughter of [illegible] Indian [illegible] [illegible] When she became the wife [illegible] [illegible] [illegible]

Ex-Astorian Object of Story

Herman Lemmenweber who was Standard Oil's first Astoria manager is shown on the golf course at Long Beach, Calif., where he now lives in retirement. (Standard Oil Photo)

George Ohler Dies at Age Of 75 Here

The Good Old Days

From The Oregonian Files

100 Years Ago—March, 1859

The steamship Brother Jonathan arrived March 15 h brought, by Overland Mail from San Francisco, word that the Senate ha for admission of Oregon to the Union had passed the House by 11 votes. At the time, 25 members were absent. It was a stra ght party line vote, with Democrats in favor of statehood and Republicans against.

"The people are not satisfied with the admission and there are have made no demonstration toward rejoicing or jubilee," said the Oregonian. The newspaper Standard, a statehood advocate, conceded there was a perplexing lack of enthusiasm. Still, it said, "most of the flags about town were hoisted."

* * *

D. S. Baker & Co., Portland hardware and farm implement firm, announced that it was going to give one half its annual net profits at the close of each year to its customers, divided on the basis of patronage. This remarkable new thought in merchandising, the company said, should do much to help the customers and promote its own prosperity. The firm had just moved into new quarters at First and Taylor.

The civilizing effects of Shakespeare were being admonished to towns of the upper Willamette Valley by Mlle. Marie Duret Her tour followed a successful theatrical engagement in Port land.

75 Years Ago—March, 1884

The steamer Yaquina sailed from New York headed for San Francisco and then Yaquina Bay. It was to be one of three steamers that would provide the San Francisco-Oregon link with the Oregon Pacific railroad then under construction. Col. T. Egerton Hogg, president of the railroad, said the fal s Willamette Valley harvests would be moved on his railroad and by the end of 1884 the tracks would be 20 miles east of the Willamette River. They would be pushed on to the Snake River and Boise City but not with such haste as to require ruinderous expenditures, he said. Meanwhile a survey of Yaquina Bay showed a 15 foot channel across the bar.

The 12 members of the 1884 graduating class at the University of Oregon announced that Joaquin Miller had agreed to write the class poem in time for the spring graduation.

* * *

Snow was receding in the Blue Mountains. The stage line found it could continue on beyond Pelican without changing to sleighs. That swap was made a little farther up the hill where the winter snows continued deep.

* * *

The new town of Medford, located near Jacksonville, was doing well. Several brick buildings were said to have been erected and more were in prospect.

50 Years Ago—March, 1909

The Pacific Railway and Navigation Co., a Harriman venture, won first right in a state supreme court decision for the Garibaldi Pass route from Astoria to Tillamook at the northern end of Tillamook Bay. The Astoria and Columbia River Railroad, a Hill property, had contested it although it was thought to have previously picked Plere Creek Pass for its route. The Supreme Court said PR&N would have to build in three years or lose its rights to Garibaldi Pass.

* * *

Fire destroyed the Westport Lumber Co. mill 30 miles east of Astoria. It had a daily capacity of 125,000 feet, loss was estimated at $150,000 to $200,000 and there was only $50,000 insurance.

* * *

The Oregons, the great basketball team from Dallas, came home after a three month tour. At Ada, Ohio, it scored a sensational 76 points to 7 for the Ada team. In its long trip that took it as far east as Pennsylvania, it won 42 games while losing only 6. Businessmen at Dallas underwrote the team's e but its reputation soon became so great that attendance at games made it self-supporting.

25 Years Ago—March, 1934

Demonstrations at two family relief offices of the county welfare commission in Portland were broken up by police who arrested 18 men and 3 women. They had demanded increased welfare help. It was described as a Communist demonstration.

* * *

The state welfare commission adopted a rule prohibiting employment of women in certain mercantile establishments after 6 p.m. The rule was strongly attacked by

* * *

Consider the Lilies . . .

Pioneer Astorian Dies Here

New State Parks Provide Clean, Safe Spots for Summer Fun

LESSON Learn-to-swim week was noisy this week-end, say Jackie Walker of Portland and [illegible]

PAL? [illegible]

CHILLED? [illegible]

NAME? A-A-E This is Rooster Rock, obelisk for which the park was named, as seen from highway. It is believed to have been campsite for Lewis and Clark expedition.

SMALL FRY Sand, uncontaminated as yet by beer cans and allied picnic litter, is fine playground for youngsters like Bobby and Alexis Saito, Portland. More picnic facilities are needed at park.

Excellent Stretch of Sandy Beach, Clear Lakes Provided at Ft. Stevens

NEW [illegible] Stevens state park, being dedicated this Sunday, is located between Gearhart and Astoria, has fine, sandy stretch of beach and, behind dunes, these beautiful, clear lakes, perfect for swimming and boating.

[illegible] castle, unmistakable rock formation and visitor spot at its peak. The Old Coaster's tall posing by Frank Merrett and Dick Ferrell

BURIED [illegible] at Ft. Stevens is wreckage of sailing vessel Peter Iredale, a hard sand since she ran aground during fierce storm in 1906.

SWIMMING HOLE Clatsop lake, soon threatened to be filled with sand, is reclaimed, now a jewel of a spot for swimming. Other lakes are Coffenberry and Creep and Crawl.

PICNIC Eggs, bacon and coffee for breakfast taste [illegible] much better cooked over campfire. [illegible] The [illegible] brought the makings down for breakfast, carried [illegible]

Governors of Oregon—No. 16

Ben W. Olcott

He Battled With Ku Klux Klan

By GEORGE S. TURNBULL
Special Writer, The Oregonian

Ben W. Olcott, governor of Oregon from 1919 to 1923, was soft spoken, unspectacular. He wasn't generally expected to "carry a big stick." But he had one and he used it vigorously on occasion.

Few realized the range of Olcott's experience. But C. C. Chapman, political annalist and judge of men, once published in the Oregon Voter this amazing list of Olcott's jobs up to 1916: "Trapper, tie-tamper, brick layer, farm hand, shoe salesman, hop-picker, bookkeeper, sewer-digger, paying teller, bank cashier, printer's devil, prospector, musher, homesteader, expert accountant, secretary of state." Not such a cloistered, recessive indoor man.

Born in Keithsburg, Ill., the son of a banker, Oct. 15, 1872, Ben came to Oregon in 1892 after finishing business college.

Fate had a thaa for a roommate in early years he once had Oswald West, who a few years later became governor. After Olcott returned from Alaska, where he had prospected and had bought gold for a bank, he took a job in the State Land Office under Land Agent West.

Olcott Appointed

Then when Secretary of State Frank W. Benson died, in 1911, the new Governor West appointed Olcott to fill in, and Olcott was elected to the post in 1912 and re-elected in 1916, with the biggest majority in the history of the office. When Governor James Withycombe died in 1919, Secretary of State Olcott succeeded him.

The new head of the state developed Withycombe's highway program. He led the movement to pave the highways across the highways.

Governor Olcott, friend of Oregon workers, directed attention of the special Legislative Assembly of January 1920 to the need for increasing the payments under the workmen's compensation act, because of inflation. The lawmakers came through with an increase.

The governor recommended also that authority be given the Industrial Accident Commission to pay for vocational rehabilitation of injured workmen, directing the legislature's attention to the 26,000 industrial accident cases coming under the compensation law each year. This request also bore fruit.

Klan Battle Recalled

Ben Olcott as best remembered, probably, for his battle with the Ku Klux Klan, then seeking political control of Oregon. His opponent for the governorship, Senator Walter

Ben W. Olcott, Oregon's 18th governor, succeeded to the state's top executive post from the secretary of state job in 1919 when Governor James Withycombe died. He was soft-spoken, unspectacular, but "carried a big stick

M Pierce, took care not to offend the Klan and supported the unconstitutional measure outlawing private schools, and he defeated Governor Olcott in 1922. The school bill was killed by the U.S. Supreme Court before it was scheduled to go into effect.

Advisers had warned Olcott not to antagonize the embattled Klan. But the governor said, 'I would rather meet defeat and be a free American than serve another term in the governor's chair as the nullcone of such an endorsement' the Klan's) "hanging about my neck."

On the occasion of an anti work revolt of a group of convicts, the governor swung the big stick skillfully, and they went back to work.

The voters restored capital punishment, as advised by this chief executive.

Olcott's outstanding characteristics," said one who knew him, "are modesty, prudence, honesty, efficiency for security." The editor could well have cited one more. That was courage

Governors of Oregon—No. 18

Isaac L. Patterson

Things Got Done in His Term

By GEORGE S. TURNBULL
Special Writer, The Oregonian

Isaac Lee (Ike) Patterson was a man who could get things done. He followed—chronologically, that is—another master politician, Walter M. Pierce, as governor of Oregon, having beaten Walter for re-election in 1926.

Patterson had met a lot of people since pt. 17, 1859, when he was born at King's alley Benton County, Oregon, and he knew a lot about human nature. There was a time when as governor he was awaiting Senate confirmation of Charles L. Starr, his appointee to the new State Board of Higher Education. Some members were delaying their vote on confirmation. The Governor called them in, one at a time—as Wayne Pettit, veteran statehouse reporter of The Oregonian, recalled it. On the Governor's desk was a pile of these members' bills passed but not yet signed. Patterson knew he'd been realized that not passing those bills had not yet made them laws. Starr was confirmed.

Until he was 18, young Ike worked on his parents' farm near Independence when "a day's work on a farm began at sunup and continued until dark

State Senate Seat Won

Young Patterson worked his way into part ownership of a grocery store in Independence. As governor he was known as a Chairman with the taxpayer's dollar, probably reflecting those early days of tight financing.

Always active in Republican politics, Patterson won a seat in the State Senate in 1904. At 28 he was next to the youngest member of his house, but canny like was made chairman of ways and means. He found that most of the members in that 1905 session, as in so many others then, had little interest in any of the state's business aside from the senatorial election. Patterson was elected to the Senate again in 1924. He was now in line for the governorship, and he won it.

The governor was a consistent supporter of a developing good roads program, but

Isaac L. Patterson, Oregon's 18th state governor, was a skillful politician and is remembered as a close man with taxpayers' dollars.

that to repay this the Tax Commission increase the general property tax enough to retire highway bonds and interest. This was not followed by the senator.

Following a Patterson suggestion in 1927, the State Board of Control was designated by the Legislature as the state's central purchasing agency, in two years a saving of $300,000 was reported on purchases amounting to $3,500,000

It was Governor Patterson's recommendation that the U.S. Bureau of Education send up a specialist to survey the Oregon institutions of higher education as a basis for capital outlays when appropriations would be made. National help within the next few years relieved the situation.

Death cut short Mr. Patterson's career more than a year before the end of his four-year term. The end came Dec. 21, 1929, when he was stricken after a speech. He was 71, second oldest of all the governors of Oregon

Governors of Oregon—No. 19

Albin W. Norblad

He Promoted State's Fisheries

BY GEORGE S. TURNBULL
Special Writer for The Oregonian

One day when native Oregonian Gov. Isaac L. Patterson was installing new furniture in his office at Salem—as the current political gossip ran—he called in Swedish born Albin W. Norblad, president of the Senate. Sit down in that chair and put your feet up on the desk, to get used to it, because one of these days you will be occupying this office

Sen. Norblad moved in much sooner than anyone expected, on the sudden death of Patterson Dec 21, 1929

The new governor was sworn in the next day in Portland, in the presence of his invalid mother, then living in Portland. His colleague Sen Gus Moser, administered the oath

Father Brick Mason

Born in Malmo in 1881, the future governor was brought to America by his parents as a child. The family settled in Grand Rapids, Mich., where the father earned a stumpy livelihood as a brick mason. At 12 young Albin was self-supporting. In Chicago he sold newspapers, peddled hodrags, played the clarinet in a circus. Returning to Grand Rapids he went on the road selling school and church seats for a furniture company. He worked days and went to school nights in Dixon, Ill., preparing to enter the Chicago Law School. After graduation he passed the bar examination in 1902. Outside of law classes he had kept busy, for four years as a reporter on the Chicago Americans.

Norblad hadn't practiced law long in Grand Rapids before he was elected district attorney. After marrying Miss Edna Coles at Escanaba, Mich., in 1909, he came to Astoria on the Oregon Centennial year as a centennial for the Norblads As city attorney and school board member he served his city, three elected state senator, sitting in five regular and two special sessions between 1910 and 1920

Fish, Roads Drew Attention

Norblad was particularly interested in promoting Oregon fisheries (he was nicknamed Sen Fish) and good roads. He helped land a $10-million dollar federal appropriation to build the north jetty at the mouth of the Columbia, one of the earliest boosters of the Roosevelt Highway (U S. 101), he promoted the change of name to the Oregon Coast Highway

Gov Norblad helped counter the deepening depression with its job famine by organizing

Albin W. Norblad, Oregon's 19th governor, was president of the State Senate in 1929 when Gov. Isaac L. Patterson died in office Norblad succeeded to the office He came to Oregon in 1909 from Michigan A native of Sweden, he came to America as a child

a state labor commission of three ex officio members—the chairman of the highway commission the labor commissioner, and the governor This evolved into the state unemployment Compensation Highway Commission Chairman H. B. Van Duzer arranged for expenditure of nearly one million dollars on roads in three months

This governor's 1931 message recommended, among other things Municipal property over private power interests for appropriation of waters from streams; appointment by the Supreme Court of a pardon board of seven members acquisition of national forest lands by the state, a three million dollar state building program, payment to the state, by the banks, of interest on their deposits; a new antiglobes tax law in place of the one declared unconstitutional For the most part, these recommendations jolted no

Governors of Oregon—No. 9

William P. Lord

Ninth Chief Recalled as Jurist

By GEORGE S. TURNBULL
Special Writer to The Oregonian

William Paine Lord, Delaware native born in Dover in 1830, was the only Civil War veteran to serve as governor of Oregon. His [illegible] years as governor was one of service to be remembered as a natural and [illegible] rather than as a politician.

When the Civil War opened, in 1861, young Lord raised a battalion of cavalry in Delaware and rose to the rank of major. He fought in several battles of the Army of the Potomac and was judge advocate on the staff of Gen. Lew Wallace and on counsel. Lord had been graduated from Fairfield College, in New York at the head of his class in 1850. At the end of the war he took a law degree in Albany, N. Y.

Re entering the Army, he served at Fort Alcatraz, Calif., at Fort Steilacoom, Wash., and in Alaska He resumed the practice of law and in 1870 he was city attorney of Salem. Service in the state Senate was followed, after two years, by election to the Oregon Supreme bench in 1880 and re election in 1894 and 1888 That year after completing his 12 years on the bench, Lord, a Republican, was elected governor. The round, bald-ish lawyer with a sharp sense of humor is credited with fine administrative abilities

Impressed by the pernicious activities of sharp land speculators in acquiring large tracts of the public school lands through dummy entrymen, thus forcing legitimate settlers to go to them for suitable homesites, Governor Lord moved for honesty by promoting the creation of the State Land Board and the office of State Land Agent

Legislature Balks

This governor, as have several others through the years, urged in vain that the Legislature call a convention to revise the taxing and confusing clumsy state constitution

Governor Lord led the way in asking a constitutional amendment giving him the right to veto a single item of an appropriation bill without vetoing therewith the whole measure The single item veto was permitted by a constitutional amendment passed November 7, 1916, and the veto of an emergency-clause-covered item in one passed June 7, 1911

Other activities of this governor He pro-

State Board of Medical Examiners and the State Board of Pharmacy, to raise and maintain professional standards. He succeeded in getting passed a specimen's fish and game bill for the propagation and protection of game fish. He tried but failed to get through a bill to protect the Columbia River commercial salmon run. He promoted economy in the public printing, which had been a source of [illegible] waste

Those were days of heavy concentration by legislators on the election of United States Senators. Two successive senators long death locks, between the John H Mitchell and Joseph Simon H Mitchell faction in the legislature, a situation paralleled in several other states, was to help bring on, before long, the election of United States Senators by popular vote. Public business was seriously hampered by this concentration on politics In 1895 the deadlock was ended only on the last day of the session and in 1897 it took a [illegible]

After his [illegible] ernorship, Lord served as minister to Argentina. In 1905 he returned to this state and compiled the Oregon Code of Laws of 1911 He died in Portland, March 7, 1911

William Paine Lord, a native of Delaware and Oregon's ninth state governor, was the only veteran of Civil war fighting ever to become the state's chief executive Elected in 1865, he fought public land speculators.

Clatsop Flashbacks

Hopencratchet road, a recent and chuckling example of how place names are formed, is a muddy track of perhaps six miles through hilly country in south central Clatsop county. It is impassable except by four-wheel drive in winter

Farmer Francis Jacobs left for other parts after a decade of agriculture in up-and-down new forested land just south of Hamlet During his tenure Jacobs verify living the name on his acres because, he told neighbors, he was hopping from one hill to another trying to scratch out a living A logging company operating in the area in the late 1930's adopted the name for its road, since Jacobs owned the land at the north terminus of the route.

Hopencratchet road begins 7.1 miles south of Necanicum junction at end of the public road which gives access to the former Jacobs farm Jacobs lived on the land homesteaded at the turn of the century by Herman Jackson. It had several other owners before Jacobs

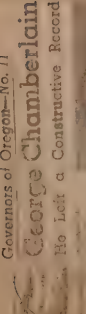
Hopencratchet pass—the "road" is disputed—meanders southeast through seven sections of township 4 north range 8 west to join the Elsie-Mistler road at Yonkers high bridge on the main branch of the Nehalem river. The trail may have been planted during World War II as a military by pass from Highway 53, a paved route which follows the north fork of the Nehalem from Necanicum junction to the town of Nehalem

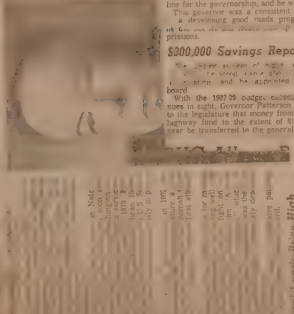
So far as can be traced, first appearance of Hopencratchet road as a place name was on the 1940 tactical map of U. S. Army engineers From this chart the Crown-Zellerbach corporation, which now owns portions of the route, adopted the name on its 1946 map for Clatsop tree farm. Recently published [illegible] road led like name with use of a crepe to unleave the grammar, one has it Hop n Scratchit, and another gets three words Hop n Scratch It

Governors of Oregon—No. 11

George Chamberlain

He Left a Constructive Record





Governors of Oregon—No. 11

George Chamberlain

He Left a Constructive Record

School Leads Price High

Clatsop Flashbacks

Governors of Oregon—No. 16

Ben W. Olcott

He Battled With Ku Klux Klan

By GEORGE S. TURNBULL

Flashbacks

Clatsop Flashbacks

Clatsop Flashbacks

Governors of Oregon—No. 19

Albin W. Norblad

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Clatsop Flashbacks

Governors of Oregon—No. 9

William P. Lord

Ninth Chief Recalled as Jurist

By GEORGE S. TURNBULL

Defense Should Have Our First Priority

—BY WALTER LIPPMANN

PRECINCT LEVEL

MacLaren D For Late Gov

Sale Discovered Money Missing

Clatsop School Days of Many Years Ago Recalled as 30 Ex-Pupils Hold Reunion

By MRS. RUBY KELLY
A-B Staff Correspondent

[illegible] the present one. The first was and held in a corner of the [illegible]

[illegible] families represented were the Wetzel, Sayre, Carnahan, Tagg, Oster, Adair, Wilkinson and Watermouse families. Coming from out of the county for the affair were Mrs. Gertrude Carnahan Thompson and grandson, Walter Plaack of Eugene and Mrs. Lena Oster Smith of Elma, Wash.

Mrs. Emma Sayre Warren, whose father was at one time gatekeeper of Great Memorial church, was the guest from Cannon Beach as was Mr. and Mrs. Henry Olson, Jewell and several from Seaside. Among the Seasiders was Willis Jonah West, the oldest ex pupil present.

Also from Seaside was Tappan Stafford, whose parents formerly lived on a very old house which is situated at Delaunet. The Staffords had charge of the post office at Clatsop station (now known as Delaunet).

Potluck picnic lunch was enjoyed and the afternoon spent in recalling happenings of long ago in the old school and community.

Mrs. Verna Tagg Bates read a history of the school prepared from an interview with Mrs. Mary Ellen Carnahan when Mrs Bates was a pupil and Mrs. Johnson was there as teacher.

According to this history, there were no [illegible] before the [illegible] people had to pay to send their children to school. Among the first pupils were Mr. Mr. Powell, Judge McBride, Alpha Adair, Theodore Handis and a Mr. Clegg.

Log Building

The second school was a log building made in Morrison's yard in 1847, one mile south. The only [illegible] was built of sticks and clay. Mrs. Carnahan remembered getting sticks for its construction from Lucy Jane Foster, daughter of [illegible].

The third school was on the Taylor place east of the road and was used as a church as well as a school. Mr. Pfeifer taught here.

In 1850 the Presbyterian church was built where a school was held for some time.

R. K. Warren, cousin of D. K. Warren was one of the teachers while Bob Carruthers, William Welch and Charles Shivels were each days. Lindsay Foster, the [illegible] was also a pupil. In 1852, according to Mrs. Bates, there were more pupils enrolled than there are now in the entire district. There were two terms, [illegible] and [illegible] and no school in a man teacher, and a spring term when the [illegible] with a lady teacher.

Samuel H. Boyles donated the [illegible] school, as it now stands, to Lucy Foster, the lady teacher, and thought thus to gain her favor but being refused he left for the gold fields never to [illegible].

Co-ed [illegible] Mrs. Bates has a modern building painted [illegible] several owners in those early [illegible]

Jewell Place

[illegible] was located

West Had Died

At one time Jonah West owned a quarter section deed to the whole time in which the [illegible] money or mor- for the school [illegible]

[illegible] farmer's per [illegible] a deed but t[illegible] were never executed. There is [illegible] several of Sunset Hall[illegible] In addition to the [illegible] Hall left [illegible] of $3000 but through some trouble [illegible] management by the executors, the [illegible] and only [illegible] was [illegible] [illegible] $2000 which has been out [illegible] interest at [illegible] rate causes very high rates. The interest has been used for school purposes and the principal [illegible] according to the will. It is guessed [illegible] in bonds.

Mrs. Johnson also told about the Clatsop Indians and how in many cases they helped the white people. She showed pictures of Howard Soloman Smith, Oregon's oldest school teacher and of Crandall his wife and daughter Ethel Coffee, a son of John [illegible] and Charlotte Effler

School To Continue

Mrs. Fred Olney Gearhart and Mrs. Will Ingalls were in charge of arrangements for the reunion luncheon and all expressed a desire to have an annual get together.

As a 37 to 28 vote the residents of the district voted to consolidate with Gearhart but due to the fact that the validity of the election is questioned, the Gearhart board has announced [illegible] and will start an annual [illegible] school and [illegible] a de[illegible] reached by the courts.

Lincoln's Death—Morgan's Raiders—Remembered by Mrs. Gearhart Who Celebrates Living Through 100 Years of Exciting US History

By MAXINE CROW
Astorian-Budget Staff Writer

Memories of the "terrible news of Lincoln's assassination" of the sound of cannon firing during Morgan's raid into Ohio in the Civil war, and of the [illegible] along the waterfront of Astoria [illegible] are among the memories of Mrs. Celesta Ann Gearhart, Astoria resident who celebrates her 100th birthday on Friday, December 31.

The cheerful dignified woman whose sense of humor she's showing daughter and nurse can keep [illegible] high rates. The interest has been used for school purposes and the principal [illegible] according to the will. It is guessed [illegible] in bonds.

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Not Her "Fault"

The cheerful dignified woman whose sense of humor she's showing daughter and nurse can keep [illegible] "It's not my fault that I'm a hundred years old," Mrs. Gearhart explained when asked about the age [illegible] "I'm sure I don't understand it."

Fact of the time she talked this week she wanted [illegible] of the colorful era died [illegible] masses. Her hands were [illegible] and sure with the needle as those of a girl.

Her memories readily brought up events dating from the Civil war [illegible] events of decades ago [illegible] are as [illegible]

Keeps Up With World

Now nearly blind and a little hard of hearing, her school [illegible] reminisced as the result of a fractured hip she suffered four years ago. But Mrs. Gearhart keeps up with the world over the radio and keeps her hands busy [illegible]

Without very many pauses to [illegible] Mrs. Gearhart told the story of Then, on November 8, 1878, I, wor[illegible] her life.

Born In Log Cabin

I was born in Orwell Ashtabula county, Ohio in a log cabin. My mother died when I was 14 and I lived around in Ohio until I was about 8. Then I went to Iowa to live with Dave Davenport. "Spent my time for the next six years teaching and going to [illegible] I graduated from Amity (Iowa State college) at 1885."

Oldest Graduate

Mrs. Gearhart's daughter, Esther interposed to say that her mother had received several letters of congratulation from officials of Iowa State college in honor of the [illegible] "I'm not going to tell you how old Mrs. Gearhart is Iowa State's old [illegible] graduate."

Continuing the conversation Mrs. Gearhart told how a year after she [illegible] Mrs. H. B. Luce who has moved to Forest Grove several years, before persuaded her to come to Oregon in 1893.

"Pinto" Railroad

"I came to San Francisco on the [illegible] and then took the steamship George W. Elder up to Portland. Went from Portland to Forest Grove by an old [illegible]

In the fall of 1878 Mrs. Gearhart obtained a position to teach in the Astoria school then located [illegible] the present site of a plumbing shop on 309 Ninth

Gets Married

"The schoolhouse only had three rooms. They rented two [illegible] for me to live in and I [illegible] $45 per month. [illegible]

Jul 4-1958

Jay-C-Ette Scrubbers Mop Up Museum

[illegible] bright sunshine got the better [illegible] was donned very [illegible] armed with mops, [illegible] pails, polishers and dusting cloths, swooped [illegible] on the unsuspecting Clatsop county histor- [illegible] upper picture from left, are the Mesdames James Spain Howard McRoster Richard Seegers and Jack Hirch. In the lower photo from left the Mesdames Wesley Shuster Jr. Charles DeFore Gordon Ellsworth, Will Paulsen and Carl [illegible]

Original Clatsop Tribe Line Ends As Mrs. Day Dies

Budget May 12-1965

Mrs. Agnes Greer Bunnie Day, 96, first woman of Oregon's early well known pioneer resident of Astoria Warrenton for more than 60 years and the last of the original Clatsop Tribe of Indians, died in a local [illegible] Saturday morning. She was 86 years of age

Granddaughter of Solomon and Celiast Smith, Mrs. Day was the last known person who had heard, first hand, the story of Lewis and Clark when they spent the winter [illegible]

Agnes Smith, granddaughter of Solomon and Celiast, was born at LaConia, N. H., July 31, 1871 while her father was studying [illegible] with W. N. Blair and Company law firm. She came west with her parents Silas and Mary Swain by train, and up the coast and [illegible] Shipmon (Warrenton by boat in 1876 where she spent the rest of her lifetime

Her father Silas Smith, an early day Astoria law [illegible]

school teacher in Oregon having [illegible] came west with the Wyeth expedition that followed the Lewis and Clark party. He was a nigger of [illegible]

Her husband, William Parker Day whom she chairred in 1896, died in 1919. Survivors of her immediate [illegible] include four sons, Loomis Day of Nordepert, Wash. Meredeth

(Continued on Page Six)

Original Clatsop Tribe Line Ends As Mrs. Day Dies

Continued from Page One

[illegible] extended [illegible]
[illegible] Brines around the pure edge near the base of [illegible] regrets in sand I found around the east [illegible] side of protective fence and [illegible] extended a trench down the center of the park ground. The [illegible] a newly west corner hasn't been touched, however, due to a tight network of greenery.

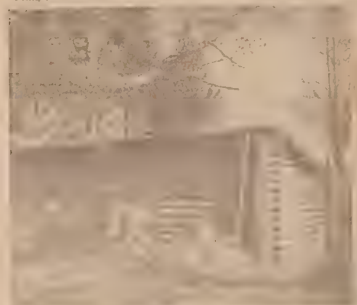
Pieces of old pottery, [illegible] ware, fire stones and other artifacts have been discovered in large quantities. These are believed from the latter half of the 1800s, [illegible] [illegible] from 42 but doesn't keep them [illegible] have no value. A

Oregonian. April 21. 1957.

San Francisco Archeologists Dig Exploratory Ditches To Probe Fort Clatsop Historic Grounds at Astoria

Pieces of pottery, bones and fire stones have been unc[illegible] in the explorations. Most of this material is held to be from the latter half of the last century. Paul J. F. Schumacher of San Francisco, regional archaeologist for the national park service, examines artifacts.

Workmen are on the alert for evid[illegible] Oregon was being discovered. Don [illegible] of Astoria, is shown stooping and from the e[illegible] says he is the descendant of Captain Meriwether Lewis of the famed expedition



Fort Clatsop park, near Astoria, has been undergoing a thorough archeological excava[illegible] as the national park service worki[illegible] of the 6.5 acre site owned by the O[illegible] trenches. Here, Harry Shindel, one of the half dozen workers hired for the p[illegible] aids the stockade replica at center of historic park.

BY ELLIS LACIA

[illegible] Writer-Photographer

FORT CLATSOP, Astoria [illegible] (Special) Pits or digging holes [illegible] Clatsop Fort [illegible] Meriwether Lewis [illegible] pounded with deep trenches [illegible] to uncover further evidence that this is the place of the winter encampment.

[illegible] have been dug under the direction of Paul J. F. Schumacher of San Francisco regional archeologist for the national park service. A crew of six men hired by the government work under Schumacher's direction running [illegible] excavated and diagonally through much of the 6.5-acre park owned by the Oregon Historical society. The Clatsop county [illegible] assists workers in archeological pick access used for parking area.

Site Status Sought

The excavation project stems from efforts to have congress designate Fort Clatsop as a [illegible] park. That bill [illegible] was over [illegible] [illegible] to [illegible] as well [illegible]

The survey trenches are [illegible] feet wide and from 3 to 5 feet deep to reach virgin soil on which Lewis and Clark and their men [illegible] Workers [illegible] with great care exhibit [illegible] reached a stratum to see how [illegible] important. The [illegible] [illegible] [illegible]

Greater Clarkston Association

Dr. Leroy A. Weeks
President
Kenneth Anderson
Vice President
Harold D. Coe
Secretary
Mildred Crabb
Treasurer

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W. L. Walls
Mary Alley
H. Lewis Tuttle
Vincent Breeud
Nellie Woods

1956 LEWIS AND CLARK RETURN EXPEDITION
PARTICIPANTS AND INFORMATION BULLETIN

This bulletin is intended to bring you vital information about your participation in the Expedition. Please read it.

Each car must be registered with the name of the driver or owner, mail address and name of city the car will represent on the reverse side of the registration card.

As we leave each city we will be escorted to the city limits where necessary, so that all will leave on the right road. The city where we are making our next stop will provide a guide car for us to their city.

You will need cooking and camping equipment, some food, adequate blankets for one cold night, waterproof clothing and your favorite musical instrument. We will be expected to provide campfire entertainment each evening to respond to the entertainment being furnished us. Don't forget your camera, you will want it.

Your registration must show that you are making the full Expedition, and if not, in which part you will participate.

Your registration should reach us as soon as possible, our host cities are anxious to know how many they are going to be required to care for.

Your registration must be accompanied by a check or money order for Five Dollars.

ON THE EXPEDITION:

Cars will all travel at their own time and speed individually, but will be given the distance and assembly time at the city limits of the next host city, where all cars in the Expedition will assemble and follow the welcoming delegation and police escort to the hospitality stop, where there will be clean rest facilities for your use.

You will be required to carry an ax, a pail, and a shovel in each car to meet the requirements of forest laws.

We strongly urge you to wear comfortable clothing of the time of the Lewis and Clark Expedition as much as possible. Expedition leaders will be wearing buckskin suits and some of the ladies fashioned bonnets.

We have registration for the Expedition and reverse participation ribbons.

We cars should carry Lewis and Clark Expedition banners indicating the name city of the entry and following its historic spirit. No moving events, or organizations. No private advertising or sale of books or other material will be permitted with the exception of souvenir ribbons of the Expedition.

Please send in your registration today.

THE 1956
LEWIS & CLARK RETURN EXPEDITION

Esther Horne, Great Great Granddaughter of Sacajawea as she appears with the group.

ASTORIA, OREGON
TO
ST. LOUIS, MISSOURI
JULY 15 — JULY 27
13 DAYS — 2500 MILES

WILL VISIT OUR CITY ON A GOOD WILL MOTOR TOUR IN THE INTEREST OF THE COMPLETION OF THE LEWIS & CLARK HIGHWAY

DAY _____ MONTH _____ DATE _____

DO YOU WANT TO REPRESENT THIS CITY AND CARRY OUR BANNERS PUBLICIZING OUR CITY ON THIS HISTORY MARKING AND HISTORY MAKING EXPEDITION?

REGISTRATION INFORMATION MAY BE OBTAINED FROM THE MAYOR — CHAMBER OF COMMERCE OR BY WRITING DIRECT TO THE GREATER CLARKSTON ASSN., CLARKSTON, WASHINGTON.

Evening Astorian-Budget, Astoria, Oregon, Friday, May 2, 1958

Colorado Governor's Aid Asked

A [illegible] Colorado's governor, Kevin McNichols, extends ark. by designate governor H. D. Holmes at the recent Denver conference on higher education. Governor Holmes said Rep. Holmstrom presented Governor McNichols with a [illegible] a national memorial park at the site of the winter camp of the historic Lewis and Clark expedition near Astoria. It is hoped to [illegible] Oregon Centennial observance next year. The medallion presented to Gov. McNichols was donated by the Clatsop County Historical [illegible]

Sesqui Unit Lists $579 In Profits

Budget May 4 1958

The Astoria Sesquicentennial took in $21,325, paid out $21,446 and has $579 left over, Treasurer H. C. Woods reported Friday to [illegible]

[illegible] profit from sale of Sesqui [illegible] items and other similar items. The $579 left over probably will be donated back to the county and city governments, Sesqui officials indicated Friday.

Woods submitted a detailed report listing revenues and expenditures for different branches of [illegible]

[illegible] with $15,005 in receipts and $12,425 in expenditures. The receipts listed were the sums received from the counties and a [illegible] a few miscellaneous donations. Principal expenditure under the administrative department was $6,[illegible] for services of [illegible]

[illegible] administrative expenses were $1,100 for fireworks displays at the pageant and some for office help, rent, stationery and other miscellaneous small items.

The revenue division [illegible] income of $9072. [illegible] $4,021 in [illegible] [illegible] concessions $306, souvenir sales $2740 from Sesqui programs $737 from souvenir plates, $231 from cracker sales and $200 from a special postal cachet.

[illegible] department division listed $7008 and expenditures of $1057 for a deficit of $106. This division handled sales of men's and ladies' hats, buttons and books. Sale of men's buttons made a small profit, but sale of the other items was less than expenditures.

The spectacle division took in $5864 from sale of pageant tickets, $3078 in these sales resulting from a contest for Sesqua queen. Expenditures were $2137, leaving a profit of $3930.

The miscellaneous division listed receipts of $7240 and expenditures of $8315 for a deficit of $1075. Income included $1338 from sale of decorations to merchants, $21 from donations, $125 from the Highland Games show, and other [illegible] miscellaneous. Expenditures included $808 for rent of the [illegible] tents for rental to the [illegible]

An [illegible] listed in only [illegible] $4402 for [illegible] Sands of Le[illegible] and related events [illegible] [illegible] for [illegible] correctly [illegible] tera Columns [illegible] a monument [illegible] South Point [illegible]

11-4-114

Oregonian May 1st 1958

Governors Issue Centennial Invites

Gov. Albert McNichols (Colorado) left, Gov. Robert D. Holmes (Oregon) center, and Rep. William Holmstrom (Oregon) House of Representatives from Astoria, examine a medallion commemorating the anniversary of the Lewis and Clark expedition. Gov. Holmes and Holmstrom are in Denver for a legislative workshop. The governors exchanged invitations to their states, upcoming celebrations in the Centennial and Oregon Trail [illegible] Lewis and Clark pioneered. AP photo

After a legal determination of the status of the old log building on Bond street Sergeant Delbert Clark of the Astoria City police arranged for some of the items from the building to be given to the Clatsop county historical society. These items are now on display at the society's museum in the Flavel house. They include the exquisite embroidered tapestries shown above behind and on the table cover at them embroidered with gold thread their age is unknown. Also on display at the museum shown above some hand pointed urn, is an opium pipe which was found among the huge collection of junk in the long building. The ash urn is also on display at the museum. One side of the urn is decorated with the tuttle in a collection of some pointed bowls of various shapes including a cuspidor bowls and some porcelain vases. The design on the ornament divided in the same way as far as plans now exist. Sergeant Clark was given an hour's display of the items as he saw best by the Portland headquarters of the long. He decided that the items should be open to inspection of the south room some other room has now been set aside for the display of the items in the collection.

Astoria Budget

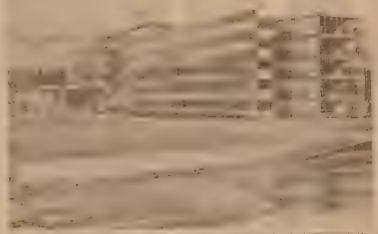
The Women's Page

SOCIAL & CLUB

Sesqui Bride and Groom

Mr. and Mrs. Jack Dorn (Adelaine Sather) strike a typical Sesqui wedding pose as the costumers they wear when they make the rounds of the county for donations of food and help for the Regatta Sunregazette. Last week they travelled as far down the coast as Tillamook, where they got an enthusiastic response with the promise that there will be a large delegation of Tillamook people at the Sunregazette Friday night at the Armory.

Retirement Home Planned 1941



Drawing shows [illegible] home to be constructed at Tolovana Park by Ingius organization.

$1 Million Home For Aged Planned On Oregon Coast

King's Garden a religious, international organization with headquarters in Seattle, announced today the proposed building of a modern retirement home for the aged to be located at Tolovana Park. Located on the site of the proposed home is the historic old Warren hotel and cottages which have been operated as a resort since the early part of the century.

The new home will be known as Grace Haven lodge and will be a steel and concrete fireproof structure with floor-to-ceiling picture windows taking full advantage of the ocean and mountain scenery. The lodge will be virtually a town in itself with three lounges on each floor, dining room, solarium, libraries, coffee snack bars, hobby shops, chapel, social room, clinic, infirmary and other features. The home will accommodate 192 guests in luxurious resident surroundings and will cost approximately $1,500,000.

Grace Haven lodge is designed by Edward Mahuen, Seattle architect and designer of the well known Grace Haven lodge will be guaranteed their own separate unit reserved for life. The cost of living at Grace Haven lodge will be in addition to the founder's fee which will cover lights, heat meals, laundry, maid service nursing care and other items.

The Rev. Frances Nelson organizer and superintendent of Grace Haven lodge, was superintendent of the King's Garden 100 bed rest home in Seattle for nearly nine

King's Garden is beginning a campaign Thursday to ascertain interest among retired persons living in such a home.

King's Garden with headquarters at Seattle operates several religious and charitable establishments there and a home for girls at the former naval radio station site near As

Governors of Oregon—No. 21

Charles H. Martin

All Agreed, He Was a Fighter

By GEORGE S. TURNBULL
Special to the The Oregonian

Forthright, dynamic, impulsive picturesque in utterance, Charles H. Martin, a major general who had served two terms in Congress, was one of Oregon's most memorable governors. His terms began in 1933, in the midst of the depression, and for him that stormy period was particularly turbulent. He met powerful lawless labor leaders head-on—as he met all problems—and he beat them.

A really controversial figure, to devotee New Dealers Governor Martin was a hopeless reactionary; to conservatives of both parties he was a pragmatic progressive. Probably he was neither. All agreed he was a fighter. Opposition of the leftish Roosevelt administration cost him a Democratic renomination.

Charles H. Martin, born in East Carroll, Ill., Oct. 1, 1883, was graduated from West Point in 1907 and rose to be a major general, with service in the Philippines, in China during the Boxer rebellion, on the Mexican border in 1916, and in World War I. As retirement neared, after 40 Army years, he served as assistant chief of staff of the Army. He was honored with the Distinguished Service Medal and two citations for bravery.

He Settles in Portland

Having married a Portland woman, Miss Louise J. Hughes, General Martin settled in Portland at the end of his Army career and, with a feel for politics, won election to Congress. He was elected governor in 1934.

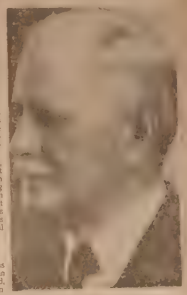
General Martin came into office at a time of serious labor turmoil, accompanied by frequent outbursts of violence by goons hired by lawless leaders. With the State Police a recent creation, the governor promoted passage of House Bill 242 to cancel the statutory clause that prohibited the organization from interfering with violence that was part of a labor dispute. The desired bill squeezed through the House, 31 to 29, but got a 20 [illegible] victory in the Senate.

The governor stepped up l[illegible] enforcement by county sheriffs; he was determined, he said, to "expose and pun[illegible] the guilty regardless of their affiliation."

Alleged Goons Arrested

Many alleged goons were arrested after instances of assault and arso[illegible], and Governor Martin, seeking the ablest prosecution available, appointed Ralph E. Moody, brilliant as[illegible] of former Gov[illegible]

[illegible] Aggre[illegible] 3 months at the



Charles H. Martin, Oregon's 21st governor, turned to politics after a career of 40 years in the Army where he rose to the rank of major-general. He served two terms in Congress before being elected governor in 1934.

[illegible]ors in jail, as reported by [illegible] to the governor. Labor [illegible] down before Governor [illegible]

[illegible] a term ended [illegible] nor helped [illegible]

[illegible]d taxes and [illegible]d experimentation[illegible] accumulated successfully through [illegible]s for one million dollars to add to the [illegible] $2,500,000 to rebuild the state capitol, burned in April 1938; opposed restoration of 50 per cent of the depression pay cut of state [illegible]

[illegible] "To hell with them!" was a [illegible] which Governor Martin frequently flaunted his defiance of the opposition. 'Man,' he used to say, 'is a fighting animal.' He was a fine example of a fighting [illegible] on the [illegible] terms.

Indians Of Old Oregon

MAKAH
Rated among best canoemen of North America

This is the eighth in a series of 12 articles on Indian groups in Oregon at Centennial. Copies will be sent to readers desiring them. The next article will be on the Coos Chetco Coquille, which encompassed the Bay of Marshfield. Mrs. Coe Cochran is an Indian native, granddaughter of the Chetco Chief.

By GEORGE M. COCHRAN

The Makah Indians, living about Cape Flattery just south of Vancouver Island, were a seafaring people who procured their food for the most part from the open sea. Not only did they frequent the halibut banks lying 5 to 30 miles off shore, but they regularly pursued and harpooned large whales from their dugout canoes, often entirely out of sight of land.

Indian whaling equipment included harpoons 18 feet long, with detachable, barbed heads made of mussel shell and bone, and later, metal; sealskin floats and ropes and lines of whale sinew, or spruce root fibers. Elaborate ceremonial observances, including the use of skulls and other parts of human corpses for magical purposes, were carried out prior to the whale hunt.

Off Cape Flattery the Pacific is very boisterous and good boats coupled with good seamanship are necessary for survival. The Makah undoubtedly were among the best canoemen in North America. They employed the so-called "Chinook" type of canoe, pointed at both ends and with flaring cutwater and vertical stern. This variety of dugout ships no water, except in the wildest weather, and even then is easily kept free with a bailey.

In 1855 by treaty with the U.S. government, the Makah ceded the territory they controlled and received in return a reservation occupying a small portion of this area. There are about 250 of this tribe living in an abandoned U.S. Engineers' construction camp, which they bought after World War I. Today the Makah are commercial fishermen.

Indians Of Old Oregon

WASCO
Traded powdered salmon to other tribes

[illegible] Oregon Country, which encompassed what is now Wasco, Sherman and [illegible] counties, is the fourth in Charles Cochran, Eugene Scout executive on the Cochran staff.

By GEORGE M. COCHRAN

The name Wasco means basin—the tribe coming by the name traditionally because one of the chiefs had places hollowed out in the rocks, and filled with water, so the children could amuse themselves.

The Wascos included all the tribes between the Cascade range and John Day River south of the Columbia. They called their country around The Dalles, Wascopam. In 1855 they joined the treaty and were removed to Warm Springs Reservation.

Boats like those of the coastal tribes were used by these people except that they used little or no decoration. Very good fishermen, they could spear three or four salmon of 20 or 30 pounds each in 15 minutes. The definitely located fishing stations were well recognized as personal property. The first salmon caught was accompanied by a ceremony attended to give the place a good season's catch. They made powdered salmon to trade with other tribes, and for their own winter use, and also dried berries.

The Wasco were a sedentary people, depending for their subsistence mainly fish—several varieties of salmon, sturgeon, suckers, and eels. They ate, to a lesser extent, edible roots, berries, and game.

The Wasco occupied a number of villages, some used only for camping during the salmon run. Two types of houses were used. The winter abode was partly underground. Summer houses had frames of fir poles, covered with cedar bark. The latter had several fireplaces and accommodated three or four families. Sweat houses were frequently used by these people.

Their costume consisted of blanket robes (the pelts of deer, coyotes, bear, raccoon and mountain goat, sleeveless shirts, made of raccoon or coyote skin, and breechcloth of raccoon skin, moccasins of deer hide.

Lewis, Clark Sesquicentennial

Clatsop County, Oregon Plans Big Celebration

The eyes of the nation will be [illegible] focused on Clatsop County next summer [illegible] during the Parade Days, August 27-28 and the Oregon state August 25-28. The [illegible] week to celebrate will be [illegible] jam packed with events from start to finish according to [illegible] celebration committee heads.

The celebration of the 150th anniversary of the 2600-mile trek of Meriwether and William Clark will begin right on the heels of the famous Astoria Regatta which every year brings boatmen from all over the northwest. And it will come just before the Astoria Sea Hawk Derby.

The Lewis and Clark event is both a Sesquicentennial [illegible] with the help of the Astoria and Warrenton Chamber of Commerce is [illegible] staging a parade on Saturday, Aug. 23. So kick off the Sesquicentennial officials report that it will take at least three hours for the parade to pass a given point and to date 27 bands have been lined up for the big event.

The parade will serve as a [illegible] windup of the Regatta and the launching of the Sesquicentennial.

DEDICATION SET

The dedication of Fort Clatsop which is the reconstruction of the close resemblance of the fort where Lewis and Clark spent the Winter of 1805-06, will be on Sunday, Aug. 24, and a full program is [illegible] for the event.

The fort is being constructed from logs donated by Crown Zellerbach Corporation.

Governor Paul Patterson will head the list of dignitaries which will be on hand for the big day. Governor Val Peterson and Major Gen. William P. Ryan, Admiral of the Astoria Regatta and Deputy Commander of the Sixth Army, will also be at the site of the fort on the Lewis and Clark valley.

Others will be the mayors of the participating towns of Astoria, Warrenton, Seaside, Hammond and Cannon Beach. Major Gen. Thomas F. Riley, Adjutant General of the State of Oregon and a number of dignitaries of Lewis and Clark and Sons, event who are coming for the ceremonies from Missouri, Wyoming and Alaska.

The overall Sesquicentennial is headed by Albert Lasswell Hare, chairman of the Sesquicentennial.

MANY DEDICATION EVENTS

Events during the Sun be schedule include the selection of Miss Sacajawea, who will reign over the Sesquicentennial during the week; a pancake breakfast staged by Beta Sigma Phi during the morning at the armory; Indian dances, a barbecue of elk meat put on by the Finnish brotherhood and an appearance by the Canada chorus from Toledo.

One of the highlights of the day will be the arrival of a group of Explorer Scouts at the end of a trip which starts at Armstead Mont.

The Scouts will travel down the Columbia river in canoes in several relays with the last leg of the trip to leave from The Dalles.

Monday and Tuesday, August 22 and 23, will be Seaside days featuring such events as the dedication of the Salt Cairn an evening show, art and antique exhibit, a baseball game, street dancing and a fireworks display.

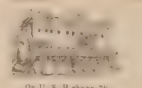
Wednesday, August 24 will be Pioneer day, and one of the highpoints will be the dedication of the first United States Postoffice west of the Mississippi river.

Other events on that day in-

WORLD WAR II turned Fort Stevens into brehive of activity. Wartime staff and commanding officer are shown in this photo. Identifiable officers (front left) are Jarel Napier [illegible] commanding officer; Col. Carl S. Doney, [illegible] Maj. Gen. Larry Mowry, now Superintendent of [illegible] Wars Allies army reserve unit, is [illegible] command of harbor defense installation.

BEFORE FORT STEVENS was discontinued its grounds were attractive and buildings well kept. Here is war-time view of administrative area of fort, with parade grounds in foreground. Most effective weapon against major ships at Fort Stevens in World War II was "Battery Russell," which was constructed in 1896. It consisted of two 10 inch disappearing-type guns. Battery was last of its type to be deactivated in United States. Fort was important installation until 1945.

FORT STEVENS' appearance today is considerably less than attractive to those hoping to be thrilled by glory of its setting. Elsewhere in U. S. national monuments which commemorate great events in national history are being built. In this, 150th anniversary of Lewis and Clark expedition's construction of Fort Clatsop, author believes it would be appropriate for government to consider choosing area at mouth of Columbia in Oregon for national monument site.



On U. S. Highway 29

Hotel Nancy Hart

MOST M (CLARK)

HARTWELL, GEORGIA

Legion Women to Rush Flag To Completion for Journey

As a result of a letter received from Rep. Walter Norblad, the 1804 American Flag lawyers are presently studying being prepared in the Singer over the problem of whether Sewing Machine window by the current members of the Clatsop Unit flag or can any outside the flag American Legion auxiliary will be rushed to completion, according to Mrs Walter Johnson, president of the Legion, chairman of the flag committee. Marshall's letter states "I now working on this question, and I we can find that we can stretch Budget of yourself. Barbara a legal point a few inches, I Mooney and Mrs Lowe work- would be only too pleased ing on a replica of the flag of you could send the flag here [illegible] to be used at the Sesqui- for that purpose after which centennial celebration in Au- will be promptly returned to

"The thought came to me that it might be of interest to the Legion auxiliary members to have this flown over the United States Capitol in Wash-

attempting to make arrangements to have that done.

However, I've run into the problem that the United States federal code of course provides that only the United States flag can be flown over the Capitol, [illegible] and some of our Capitol [illegible] bled, the 1804, American Flag lawyers are presently studying being prepared in the Singer over the problem of whether Sewing Machine window by the current members of the Clatsop Unit flag or can any outside the flag American Legion auxiliary will of 1804 be rushed to completion, according to Mrs Walter Johnson, president of the Legion, chairman of the flag committee. Marshall's letter states "I now working on this question, and I we can find that we can stretch Budget of yourself. Barbara a legal point a few inches, I Mooney and Mrs Lowe work- would be only too pleased ing on a replica of the flag of you could send the flag here [illegible] to be used at the Sesqui- for that purpose after which centennial celebration in Au- will be promptly returned to

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attempting to make arrangements to have that done.

However, I've run into the problem that the United States federal code of course provides that only the United States flag

"I and let you know just as soon as the experts around here make up their minds."

Mrs Johnson said the auxiliary will have the flag completed by July 15 and if received as planned by a tower our National Capitol, it will be sent to Washington for this purpose. The flag will be returned by the first of August and will then remain on display in the Singer Sewing Machine window until the presentation to the Sesqui-centennial committee at Astoria on August 25.

Historic Flag Offered Capitol

ASTORIA (Special)—A 15-bar American flag made in Astoria may fly over the national capitol on Washington, D. C., if federal law will permit.

The 1804 banner representing the states of the young republic when Lewis and Clark made their exploratory trek across the western half of the continent is being sewn by members of Clatsop unit, American Legion auxiliary, in observance of the Sesqui-centennial of that expedition.

Congressman Walter Neuberg has suggested that the flag might be flown over the U. S. capitol as a brief advertisement for the sesquicentennial he said it is formerly presented to the fort Neuberg said he has asked such visits and attorneys to determine if the federal flag code would prohibit flying any but the current flag over the capitol building.

New Emblems Due City, CC

LOUIS T. SOVEY DIES MONDAY AT AGE OF 43

Louis T. Sovey, 43, well known Hartwell business man, died Monday afternoon, August 4th, at 6:00 o'clock, at the home on Athens St. He had been ill for the past several months.

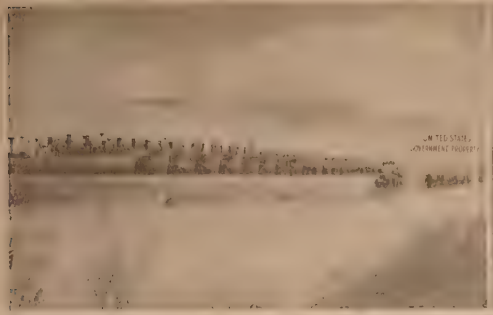
Funeral services were announced for Wednesday morning at 11:00 o'clock at the First Baptist Church, Rev. E. Runyan Colli[illegible]

Surviving a[illegible]
ernie White Sovey; [illegible]
Terrell and Williams Pierre, ha[illegible]
nole, Mr. and Mrs. O. K. Sovey, [illegible]
one brother Harold M. Sovey, [illegible]
Gainesville.

A native of Gainesville, the [illegible]
ceased was born September 4 [illegible]
[illegible]
years, and his particular [illegible]
centered around Boy Scout activities.

Mr Sovey will be [illegible]
in the community [illegible]
here and [illegible]

What Is Astoria Without Fish?—Not Enough, But More Than Zero



SEA LEGS Astoria has sturdy sea legs, represented by some 24[illegible]ships in the maritime [illegible] other storage, which disburses $000,000 [illegible] into area. [illegible]on

The Astoria Plywood mill, formed by stockholder work-ers, has given homeowners something to cheer about.

MUSEUM [illegible] Astoria has pl[illegible] [illegible] represented in th[illegible] [illegible] variety, now in this museum

NAVY $3,300,000 a year, is disbursed by the navy, much of the money bolstering the Astoria economy. Navy has 1378 servicemen and 480 civilians on payrolls at this big naval base

STEADY The famed Astoria slide, now somewhat of a tourist attraction stayed steady as a rock during the past winter. Houses were shifted from this area a year ago and the street restored. A few badly broken houses remain.

BRIDGE? Dream of many Astorians, a trans-Columbia [illegible] bridge, is nearer [illegible] re-port. Study group [illegible] goal, due in mid April will determine if it is feasible. Story appears on page 20.

Astoria's Inferiority Complex Bone of Past Civic Contentions

[illegible] years before joining The Ore-gonian staff early last summer. [illegible] Astoria, along with [illegible] this is Fal-[illegible] [illegible] comes on the [illegible] feelings and problems of Astor[illegible]

BY HAROLD HUGHES

Pictures on Opposite Page

Does Astoria have an inferi-ority complex?

Citizens of the Columbia river city in the past two months have stretched the colorful seaport town out on a psychoanalyst's couch and begun probing and digging into the facts of life as lived and played at the mouth of the Columbia river.

It is far too early to report the results, but there is mount-ing evidence that the major problem facing Astoria is not an economic one—as most As-torians think—but a mass in-feriority complex.

The remarkable thing about Astoria aside from the great decor of its scenery—has been its ability to survive and thrive on catastrophic events since its first settlers sold the place to the British for a pittance in 1813.

For Trade Vanishes

The city, which was founded [illegible]

[illegible] source of stunning loss [illegible] was given.

Core drilling has been done recently, and it is expected that wells will be put down before summer is over.

[illegible]ed as the questioning con-tinues under direction of an advisory committee selected at a mass meeting. Astorians are [illegible] basis.

One committee is gathering population data. When a report of this group is in by April, it is hoped that the city will have facts to use in hous-ing school planning, recreational needs and in solving health problems.

But the biggest thing, the Oregon system of higher educa-tion consultants are coming out [illegible] 50 people [illegible] down and [illegible]

New Leaders Join

The [illegible] group now grown to more than 300 active members began hold-ing meetings and writing to the Oregon state system of higher education.

State Supplies Help

The willingness and sincerity of Astorians who wanted to solve their own problems im-pressed the state's educators and consulting service was pro-vided.

The fumbling beginnings of nearly a year ago are now pro-ducing serious efforts by Astor-ians to study and think out their problems.

Small sums point to a better community spirit. Recently the United Fund-Red Cross drive exceeded its goal, where other drives had landed.

There is an increased interest in the chamber of commerce; real hopes of a small industry setting in the area, bright pros-pects for a trans-Columbia bridge; an awakened spirit in the port which resulted in keep-ing a $1,200,000 grain ship sail-ings programs from being given to Puget Sound; and prepara-tions to rebuild Fort Clatsop for the Lewis and Clark sesqui-centennial this summer.

Oil Firms Take Leases

DON MITCHELL
Guides bootstrap operation

try committee in Astoria. What he said surprised most Astorians.

Astoria business leaders have moaned for years that freight rates discriminated against local shippers, persuaded new industry from settling in the region.

Facts Prove Otherwise

Using figures and facts gath-ered in local study groups Dr. [illegible] was able to reveal that at certain load levels Astoria had preferential rates over other major cities like Longview and Portland on shipments from the [illegible] lands.

Special committees whose need Astorians decided upon, first study proposed problems then make out questionnaires to gather further information. The questions are discussed at [illegible] then [illegible] held on the meaning of the re-[illegible]

In the Middle

[illegible] development [illegible] of up and

[illegible] tion that commu-[illegible] Bicentennary period [illegible] vanoma betterment is an [illegible] admitted that Astoria is al-ready well on the way to reach-ing an understanding of its problems. Dr. Schultz, who as consultant co-ordinates the pro-grams, pointed out.

Gilman Holds Gavel

Don Mitchell an Astoria oil distributor, is the chairman of the Community Study group, but only one of the many who have given leadership to the program.

City officials, educators, in-surance salesmen, health ex-perts, businessmen, doctors and scores from almost every occu-pational and economic group are meshed in a genuine "boot-strap" operation.

From the west end section where the awakening port op-erations lay athwart the orig-inal Finnish settlements to the eastern end of Upper Town where the Scandinavians have settled in sight of Tongue Point there is a new vitality stirring in Astoria.

Racial Differences Appear

Astoria has a vital population of first and second-generation Finns, Swedes and Norwegians. These groups have not always cooperated with each other, nor have the "anglo saxons" always made it easy for the population to be welded into a homogenous unit with a community spirit.

The city which has been the port of call for more than a 100 years-61 vessels from every port of the world has been one of the most tolerant and cosmopoli-tan of towns.

Perhaps it has been this "live and let live" spirit that dates back to the days of Shanghai shoots, opium dens, wild barrooms and a Barbary coast beau monde that makes it so difficult for modern Astorians to co-operate let alone integrate.

There is the fact also that [illegible] Astorians like the town [illegible] [illegible] [illegible]

Widow Arrives Destitute, Becomes N.W. Benefactor

BY LANCASTER POLLARD

Among colorful and heroic characters in Oregon and the Pacific Northwest I can think of no man to compare with any one of a half-dozen w... Probably no one anywhere, certainly not in Oregon, ever so richly expressed the true spirit of Thanksgiving as did the widow, Tabitha Moffett Brown.

"Grandmaw" Brown, as she was called by all, was born in 1780 in Connecticut and, as was customary in those days, married early. Her husband was a minister. He died after a few years, leaving her with three children to support. She taught school in Maryland, Virginia and Missouri. There, at the age of 66 she caught the "Oregon fever" and in 1846 started over the Oregon trail. With her were two of her children, several grandchildren and an invalid brother of her long-dead husband.

The story of that trip is an epic in itself and cannot be re-

...ived destitute, but in pioneer spirit were taken into Willamette valley homes. Grandmaw Brown moved to Salem. There she took time to investigate something in a finger of her glove, which she thought was a button, but which turned out to be a $5 gold piece. Thus was the whole of my cash capital to commence business in Oregon. With it I purchased three needles. I traded off some of my old clothes to squaws for buckskins, worked it into gloves for the Oregon ladies and gentlemen, which cleared me upwards of $30."

Cows Pay Way

Less than ten years later she wrote to eastern relatives that she then "owned a nicely furnished white frame house on a lot in town (Forest Grove, where she had moved) . . . that I rent for $100 per year. I have eight other town lots, without buildings, worth $150 each. I have eight cows and a number of young cattle. The cows I rent out for their milk and one half of their increase. I have rising $1100 due me; $800 of it I have donated to the university, besides the $100 I gave to the academy three years ago. The much I have been able to accumulate by my own industry, independent of my children, for I drew 6½ cents from the fingers of my glove."

In that Grandmaw Brown had much to be thankful for, but Oregonians then had and still have much more to be thankful for because of her life and public work.

While supporting herself "independent" of her own, she was also caring for scores of orphans and other children practically abandoned during the gold rush to California. She went into a log meeting house and received all the children "rich and poor," and was a mother to them, and then

...wishing and all." At one time she had "40 in my family . . . and I mused with my own hands 5825 pounds of flour in less than five months."

For years she kept her school going, teaching reading, writing and "arithmetic and proper

which she illustrated by ex... ample.

Out of her labors and the dreams of Rev. Harvey Clark grew Pacific university, second oldest in Oregon.

Grandmaw Brown died in 1854. We are told that she was small and slight and walked with a cane. Her spirit was large, her contributions great. All her cares the flowering stuff of a Pacific Northwest heroine

SCHOONER FRANK W. HOWE IS WRECKED AT NORTH HEAD

Well-Known Resident of Astoria Dies Following Heart Attack

ANDREW B. DALGITY

...d member of the ... works ... water he owned a ... and to assist in the ... duties ... there under the ... He served in the US navy ... during the Spanish American ...

Retired In 1933

Later Dalgity held miscell... ... in the community. Clatsop county ... at the ... ... Astoria ... Dalgity was a member of St. ... gats of Mount St. Michael chapter ... Knights of Sphinxes, Astoria ... Mrs. M. D. ... VFW and was for ... Crawford Seaside and Miss Tuesner ... of the Republic ... Winifred Dalgity Astoria. M... ... central committee for daughters, and Mrs. Betsy Mo... mortuary is in charge

Family to Join in Memorial Pageant

Pearl Day Biddle, (center in Indian attire), descendant of Solomon and Celiast Smith, will unveil a memorial to the Clatsop county pioneers during ceremonies August 9 at the Pioneer cemetery on Clatsop Plains. She and members of her family, shown with her in a picture taken during the Lewis and Clark Sesqui-Centennial in 1955, will also appear in a pageant highlighting dedication ceremonies. Mrs. Biddle will portray Celiast. Other county residents will also be featured in the pageant.

Descendant Of Pioneers To Unveil Native Stone Memorial To Smiths

HAMMOND Special—Pearl Day, now Mrs. Robert Biddle, great-granddaughter of Solomon and Celiast Smith, will unveil a memorial to the Clatsop county pioneers August 9 in the pioneer cemetery, Clatsop Plains. She will also portray Celiast, daughter of Coboway, chief of the Clatsop Indians during the 1806's in the pageant precede...

...pageant is ... each year ... Biddle and their children, Ronnie, Kathleen, Danny and Bobbie.

One of 11 Children

Mrs. Biddle was ... one of 11 children ... Celiast Smith ... Pacific ... Mrs. Biddle ... Astoria ... Others in Cast

Participating in the pageant ... Biddle and Mrs. Anderson ... Mrs. Biddle, Day and Walter ...

The Smith memorial pageant has grown from 10 episodes to 12 and will be presented August ... act 1 ... Lewis and Clark; act 3 Astor expeditions act 4 Celiast's consul... tation with McLoughlin act 5 coming of the Wyeth expeditions act 6 coming of the missionaries act 7 conversion of Solomon and Celiast to the Christian faith act 8 Indians learn Christianity, act 9 The Builders, act 10 coming of the immigrants, scene 1 quilting party scene 2 Oregon Trail and Cowlitz trail; scene 3 Church in the Wilderness; act 11 men of the trail, and act 12 Celiast good neighbor.

Participating with the Smith descendants, in the pageant are John Shepperd, Fritz Depping George Kelley, Claudia Sherd, Paul Williamson the Rev. Claude Cowdy, Marjorie Holstein, Melinda Gudeman, Mary Van, Sylvia Watson, Ann Yaland, Judy Herold, Harold Peterson.

Freddie Herold Frank Matilla, Elton Bishop, Paul Depping, Billy Zillman, Ricky Edwards, Delbert Bodie, Judy Blanton, Sandra Bishop, Wilma Williamson, Fred Steelman, Adah Sheelman, Cheryl Black, Earl Van Jr., the Rev. Billy Jackson and Rodney Black

Governors of Oregon—No. 7

ZENAS F. MOODY

His Term Was Long, Smooth

By GARRIGE S. TURNBULL

THE OREGONIAN STAFF WRITER

Zenas Ferry Moody, Oregon's seventh state governor, had longest ... of any of the state's chief executives, before or since.

...ed as both the legislative ... as the governor ... and ... ...ere not ... ...ers will suggesting ... result.

Zenas Ferry Moody, farmer and businessman, Republican, had the longest term of any governor of Oregon. He served from 1903 to 1909. Moody, a native of Maine, was born May 27, 1860. Moody's ancestors were active in the Revolutionary War. Moody's father, Ezekiel Moody, was a member of a wagon train which crossed the plains in 1853, when Zenas was a boy. Moody's mother, Sarah Ann Dalton, was born in Missouri. Her ancestors came to Oregon in the Applegate party of 1843. Moody married Miss Harriet Biddle, daughter of Joseph Biddle and Mary Ann Biddle, Portland pioneers, in 1883. They had two children, Ralph Biddle and Mary Biddle.

Moody Wins Speakership

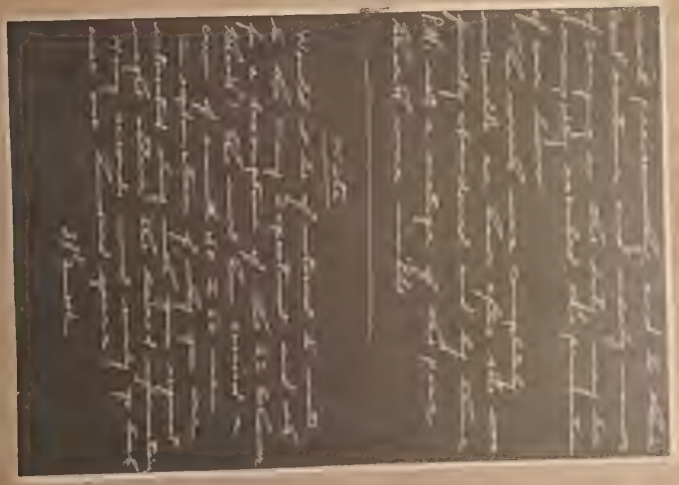
Moody was elected to the state legislature in 1892 and served two terms. In 1895 he was elected speaker of the house. Eight years after his term as governor, Moody was elected to the speakership. Two governors, Oregon's first governor, John Whiteaker, and Moody, are the only men who have served as governor and speaker of the house.

...ed the need for a separate public ... Oregon ... ...ed ... ...previously. (This, too, was a ... ...ed ... ...ppeal the carriage ...

#2

#3

#5



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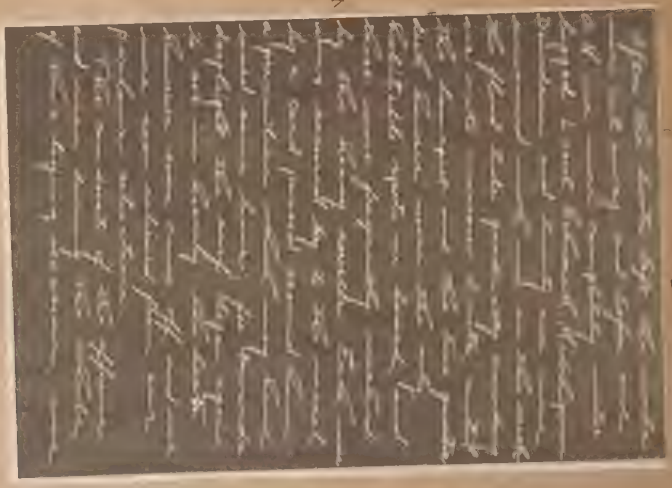
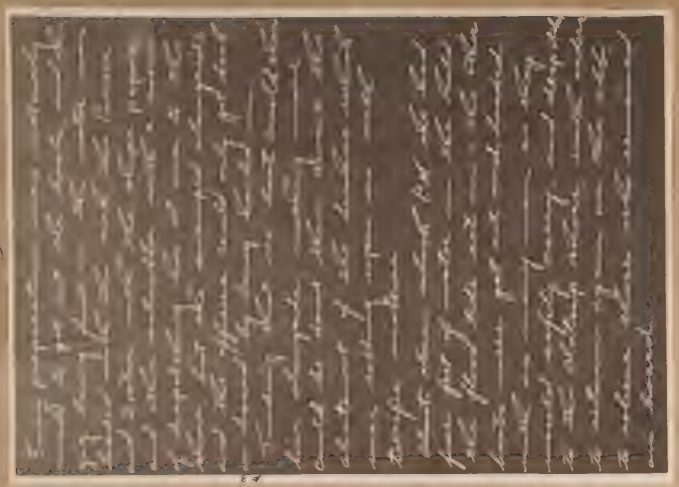
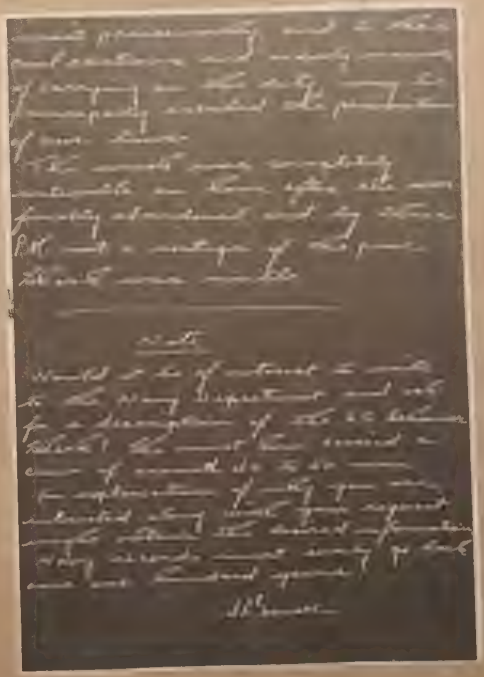






Storm, Tide Again Uncover Famed Peter Iredale Wreck

PERIODIC UNCOVERING of bones of Oregon's favorite shipwreck, the Peter Iredale, on Clatsop Spit, has occurred [illegible]. At lower left, with jackknife broken, [illegible] masts and hull are reason parts of hulk have remained.

Feb 1-63

This & Th

By Nonie Mack

SEASIDE—Special!—What to do with the pile boom of the Peter Iredale is not an easy problem. Since talking to Bill Klop the other day I have learned that the preservation of Oregon's famous wreck of the Iredale has been studied for many years. The numerous ideas of the people have been welcome and carefully considered.

It is necessary to take into consideration the constant movement of the sea—its tides, storms and moving sands. Also the feasibility of these many ideas must be considered from an engineering standpoint, cost and just how long the wreck will be preserved, he said.

Although not impossible it would be very difficult and costly to replace the pile boom where it belongs back on the bow of the Peter Iredale. And like the rest of the wreck it would be lost in time. Rumands as that eventually the wreck will disappear entirely. It cannot last forever where it lies half buried in the sand constantly washed by the sea and exposed to the elements.

Among the plans being considered is mounting a wooden or fiberglass pile boom similar to the original and placing the original in the Astoria Maritime Museum where it can be preserved forever. As for placing the boom on the sand dunes near the ship, again it would be exposed to the elements the thousands of tourists and children it would particularly suffer from souvenir hunters and children not too well protected.

Sometimes the Peter Iredale is high out of the sand. Sometimes sand buries her ribs.

Astorian Budget
Evening
Astoria, Oregon, Thursday, December 29, 1955

Peter Iredale More Visible Now

Astorian Evening Budget

Peter Iredale More Visible Now

...store of the famous wreckage of the British bark Peter Iredale appears visible this winter than for many years. Wind and waves have scoured considerable sand away, as the photo shows. Old planking of the lower decks is still intact in some spots. To seaward of the wreck an anchor and some chain are visible. (Astorian-Budget Photo)

...sailing vessel a four masted [illegible] between wooden sailing ships and [illegible] steels on her better reinforced piece of prow, to still [illegible]

...ture north on the Seaside-Astoria highway just west of the railroad track and the new Warrenton school. It's about four miles out on pavement and then another mile to the west to the beach.

...bleached dried wheat. The shine [illegible]

...[illegible] Peter Iredale [illegible] at Seaside Sunday. The event starts in the Seaside city park, and is what is known as a "hare and hound" run. The cars shown above are all from Clatsop county and many of them are members of the club.

APRIL 22, 1951

A sunset silhouette, the wrecked Peter Iredale's handsome bowsprit is photogenic indeed

This & That

By Nonie Mackenzie

Still mysterious to adult and child alike, the Iredale at high tide, above, is surrounded by foam-crested breakers. She lists sharply to port, right as waves make rhythmic patterns. Broken and crumbling, their lower portions covered with barnacles, remaining plates are stark.

—Photos by Jim Hastings

...STORES JOIN IN CELEBRATING THE 81ST ANNIVERSARY OF OUR 33RD & WILLAMSWORTH STORE AND THE 10TH ANNIVERSARY OF OUR LAKE OSWEGO STORE. ALL THE STORE MANAGERS EXTEND TO YOU A PERSONAL INVITATION TO SHOP THEIR STORES THIS WEEK. REMEMBER, IN ADDITION TO THESE ANNIVERSARY BARGAINS ALL BIG STORES HAVE OVER 5,000 ITEMS THAT SELL FOR LESS EVERY DAY!

OUR GREATEST SALE EVER!!

Hans Bue, Postoffice Leader, Dies

Hans Martin Bue

Hans Martin Bue 62, for many years a prominent postmaster of the Astoria post office, died in a local hospital at 1:35 a. m. Friday following an extended illness.

In poor health for several years, Bue underwent a major operation in 1942 from which he recovered sufficiently to continue his work. He suffered a heart attack last December and with the exception of a short time at home was confined to the hospital since that [illegible]

Bue was born in Eagle Grove, Iowa, on February 2, 1897. He came to Astoria with his parents, Andrew and Elizabeth Bue, at the age of two months and has lived here since then.

He was graduated in the Astoria public schools and on November 23, 1918 was married in Vancouver, B. C., to Katherine Peterson, who survives him.

A postal employee for 41 years, Bue received his appointment on January 15, 1906. On July 1, 1920 he was appointed superintendent of mails, serving in that capacity until October 16, 1937, when he was made assistant postmaster.

Bue served under six postmasters, starting with Josiah Hall, and sent in turn to work under Frank Chaney, Herman Wise, C. W. Hall, Harry Burke and Edna Pearl Buehe.

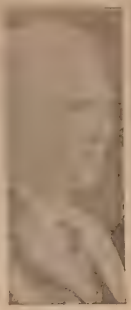
Active in lodge work, he was past president, former deputy secretary and former district president of the Sons of Norway lodge, secretary of the Scandinavian Relief Society, a member of the Columbia hospital board of directors and of the National Association of Postal Supervisors.

He was a charter member of the Astoria Clinic ball and played on its first basketball team. During the war Bue was chairman of the local Norwegian relief program, receiving a citation signed by King Haakon in 1946. He attended the First Norwegian Lutheran church.

Surviving him are his wife, three sons, Morton Allan and Kenneth, all of Astoria, two daughters, Mrs. Elizabeth Howe, Astoria, and Mrs. Kenneth Dorothy Brown, Portland, three sisters, Mrs. Ida Nelson, Astoria, and Mrs. Gus Johnson Peterson, Astoria, and Mrs. Charles Rice, Hollister, Mo., Va., Calif., nine grandchildren and several more distant relatives.

Funeral services are being planned by Monday, after arrangements can be completed with the Hume-Ransom mortuary.

Fred Barker, Pioneer Fish Packer, Dies



FRED BARKER

September 2
Died Calif at the age
he retired from active
In 1928 he was ac
known pack
in Astoria and Alaska
played a large part in
elopment of the North
west's commercial fishing indus
try and was actively interested in
fishing operations.
He was identified with the fish
ing business from the colorful sail
boat and hand packing era to the
days of the modern power boat
and mass production canning
methods.
Barker was born in Manchester, Eng., and October 7, 1858. He came to Astoria at the age of 21 and was then associated with the Booth Packing Co.
In 1910 he became superintendent of the Tlingit Packing company in Alaska. From 1914 until his retirement he was general manager and vice president of the Columbia River Packers association.
He married Annie Gartner of Astoria in 1888, who died in July 1950. His sisters are two daughters, Mrs. Frank Evenson, San Diego, and Mrs. Orville Waite, Eugene, a granddaughter, and two great grandchildren.

Death Claims 96-Year-Old Daughter of Local Pioneers

Death shortly before noon Wednesday claimed one of Astoria's oldest residents. She was Mrs. [illegible] who died in 1921. She was a lifelong member of Grace Episcopal church.

Surviving are two daughters, Mrs. Randall Winifred Reed of Astoria and Mrs. Maude Allen, besides a granddaughter, Miss Winifred Allen, a sister, Miss Sadie Craig, and a brother, Edward Craig, both of Seaside, and several nieces and nephews and grandnieces and nephews.

Services will be Friday at 1 p. m. at the graveside in Ocean View cemetery with the Rev. Carl [illegible] body will be in state until 11 [illegible] Gross, rector of Grace Episcopal church officiating. The arrangements are under the direction of the Hughes-Ransom mortuary, where

JANE VAN DUSEN

a Walla Union-Bul

15c | Walla Walla, Wash., Sunday, May 17, 1959

Float of Old Fort Is Sweepstakes Winner

Upper photo shows the float of old Fort Walla Walla which won the sweepstakes prize in Saturday's impressive Centennial and Armed Forces Day parade. It was the winner in the historical section. Lower photo shows Nike missile towering over field in military display at Borleske Stadium, amid other military equipment. Parade floats line the track on opposite side of field. Clarkston and Walla Walla High School bands are in background. The Clarkston band won top prize in the military section of the parade. (See story; other photos on page 18.)

Mr. and Mrs. Lester Crohn Quitting Business

Historic Crohn-Karsun Store Quits Business

By PHILIPPA MARDESICH
of the Daily Astorian

One evening in the near future, at quitting time for stores on Commercial street, Lester and Sybil Crohn will close the front door of their men's store, turn the key in the lock and wend their way home, just as they have been doing for almost a half century at the end of the day.

It may look the same but it will be different, for this one time it will be quitting time "for keeps", marking the end of an era and the closing of the oldest of the mamma-and-pappa men's clothing stores, Crohn and Karsen.

The history of Lester Crohn as a veteran merchant goes back even farther than that, to the time that he and his brother Alfred worked as boys in the Wonder Store of their parents, the Herman Crohns. Pioneer Astorians will remember the Wonder as a veritable but small department store, selling everything from women's umbrella drawers to men's sleeve garters, as well as a fascinating array of bicycles, doll buggies and little red wagons. It was in the latter department that young Al and Les were made useful, assembling the "rolling stock", which arrived knocked down, with its wheels and other necessary equipment.

Even earlier than that Lester's lodging to be at the store was revealed in a story by Mother Crohn, who, one day missed her toddler, and, after frantic searching by police and the neighborhood, the tiny boy was found fast asleep at the downstown store on a pile of overalls on a shelf under the counter.

When he was old enough to work at the store he found time to deliver newspapers after school, to sack sawdust at McGregor's sawmill and, as a teen-ager, resplendent in blue uniform and gold braid, to take tickets at one of the first movie theaters Came World War I and Lester spent a year in training at Fort Stevens with the Battery Company Coast Artillery Corps (organized in Astoria) and a year of service with the Army in France returning to resume work in his father's store at the end of the war.

Then came the disastrous fire of 1922, wiping out the main business section of Astoria, the Wonder Store included. It was at this time that Mr and Mrs. Herman Crohn decided to retire and move to Portland.

But Astoria was rebuilding from its ruins, and the Crohn brothers decided that the was the time to open their own business as partners, setting up shop on Exchange street, until a new store front was built on Commercial and Ninth, northwest corner. From here the brothers moved their stock to the corner where Montgomery Ward is now, then up another block to where Kay Lown's is, then still farther east to the Owl Drug Corner.

These were busy years for the two bachelor brothers, but not too busy for Lester to cast an eye toward the pretty daughter of a competitive men's store merchant Alex Karsen who worked in her father's store over on Exchange street.

About this time, the Crohn boys decided to become independent, but not actually competitive operators. Al opened a store on Bond street featuring working men's clothing, supplying fishermen, loggers, cooks and other with their required gear. And Lester, who had become engaged to Sybil Karsen, formed a partnership with her father Alex (Pappy), who had been in business in Astoria since 1909. Thus was organized the store Crohn and Karsun in 1938, a partnership that was more closely cemented with the marriage of Miss Sybil Karsun and Lester Crohn.

Following the birth of their daughter Charmaine, Sybil was pretty much a stay-at-home, but, as "Pootsie" (nicknamed by her family and classmates) went to Astoria High School and then the University of Washington, where she was president of Pan Hellenic (supervisory society for all Greek letter sororities), her mother was able to return to take her place at the store with her husband and father.

When the jolly little Pappy Karsun, who had a wealth of friends, died in 1964, and daughter Pootsie was already married Sybil was able to take her place at her husband's side as a full time partner.

Now that the momma-and-pappa store of Crohn and Karsun is closing its doors, the Crohns will travel and visit their son - in - law and daughter Dr and Mrs Seymour Gassner and their three handsome children in their San Fernando Valley in California. "But Astoria is our home we'll never live anywhere else," Sybil was quick to state. And Lester who was chucking over a half-dozen pair of gold knockers, bearing 30's stock that he had found among some other "antiques" in the stock they were clearing out, nodded. There was a nostalgic tone to his voice when he said "Yes, this is our home always."

Astoria Business Firm Celebrates 50th Anniversary

Hildebrand Furniture company, which celebrates its 50th anniversary Tuesday, began business in 1905 in this store, 465 Commercial. This photo was taken in 1911. All the store personnel of that year appear in the photo. They include, from left, John E. Berry, who is now in Minnesota; unidentified man driving team, William Fitzgerald, still living in Astoria; Henry Tedrow, now a local contractor; August Hildebrand, Miss Starr, Mrs. Algire, Frank Hildebrand. The photo was taken during the Astoria Centennial celebration. The black horse Frank Hildebrand is driving was known as a "runaway horse." He was driven to the dock late every day to meet the river boat Lurline. When the boat whistled before departing for Portland the horse took off for Henry Sherman's barn, whether the driver liked it or not.

Hildebrand Furniture Firm Observes Golden Anniversar

Pictures on Page 8

M[illegible] and Frank Hildebrand company observed anniversary in Astoria last [illegible] years and more will celebrate its golden anniversary Tuesday, February 1, which is founder [illegible] August Hildebrand, who established the business in 1905 and Mrs. Hildebrand will be [illegible] to greet friends from [illegible] 7 to 9 Tuesday at a reception [illegible] the store, along with other members of the Hildebrand family.

The address of the store is 465 Commercial [illegible] the same as that of the store Hildebrand started [illegible]

[illegible] Home [illegible] and Mrs. [illegible] and are still living [illegible] home at 494 Franklin [illegible] moved there and had occupied [illegible] a dozen years before they started the furniture business.

The store of the Hildebrand Furniture company is to a great extent the story of the career of [illegible] Hildebrand, [illegible] and came to Astoria [illegible] at the age of 4 [illegible] he had left [illegible] Germany and come to Astoria [illegible] home one had planned. [illegible] 7 a.m. [illegible] next [illegible] me[illegible] At her [illegible]ington, her young[illegible] er brother, August came here and went to work for her brother [illegible] had paid his passage [illegible]

Married in 1893

He worked [illegible] off and on for the [illegible] d and St[illegible] company with [illegible] ending a summer [illegible] activities, and [illegible] in the Alaska [illegible] as well as a San Francisco boat [illegible] season.

In 1893 Hildebrand and Miss Catherine Christians of Astoria were married and moved into the home at 494 Fifteenth where [illegible] now live.

[illegible] one of the original incorporators of Astoria Cleaning & Dyeing company with E. A. Gerding, Joe Burtchaell and John Fox.

Started in 1905

Incidentally, Hildebrand, be[illegible] owner in 1920 of that [illegible] he operated by Ba[illegible] Arthur Honeyman.

In February, 1905 Hildebrand [illegible] leased his own furniture [illegible] location, renting the building there from the Flavel estate.

Staff of the store then included Hildebrand himself, Wilder Parker and Biling Olsen.

On Same Spot

The frame store building covered the same 50 by 100 foot space that the present modern stone building of concrete occupies.

In those days water flowed under the streets, and trash was thrown into the river. Dust was swept through holes into the river to be carried away by the tide.

The business prospered from the start, so much so that [illegible] Hildebrand was able to take the whole family for a trip [illegible] Europe. By then there were [illegible] Frank, born in 1899 and Arthur, born in 1902.

1911 Big Year

In 1911 Hildebrand bought the building from the Flavel estate.

Nineteen fourteen was a big year for the company. Hildebrand Furniture acquired the Seaside Furniture company, built a warehouse at 10th and Duane, and established its first truck delivery with a Ford bought from Lovell Auto company.

In World War I the company expanded still more. The truck fleet grew to three and the company acquired the B. W. Strong Furniture company at Roseburg, moving its entire stock to Astoria to fill shortages caused by the war.

Fire Hit In 1922

Fire and Otto and Curtis Cole joined the staff about that time, remaining until the 1922 fire.

During that fire the company lost all three of its establishments, the main store on Commercial, the Seaside Furniture plant and the warehouse.

Afterward the firm rebuilt on the original site, putting up the building it now occupies, but never expanded to the extent of its pre-fire operations.

Second Fire

After the fire Frank Hildebrand, elder son of the founder, became active manager of the business.

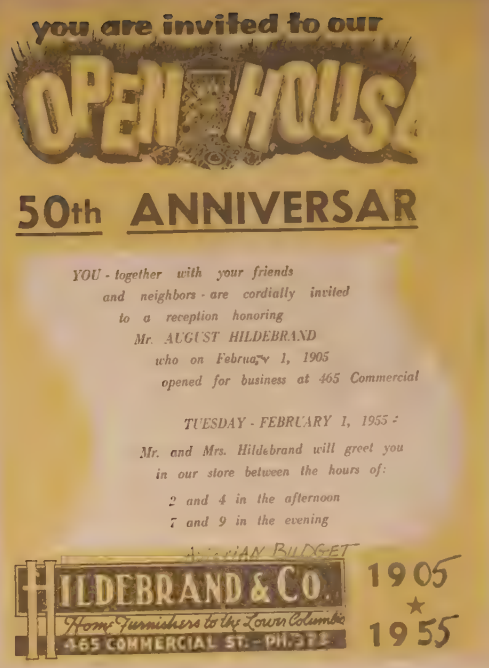
On Jan. 31, 1941, fire again struck the Hildebrand firm, wiping out the interior of the building.

For the next six months the firm sold furniture at scattered locations about town until the business was rebuilt.

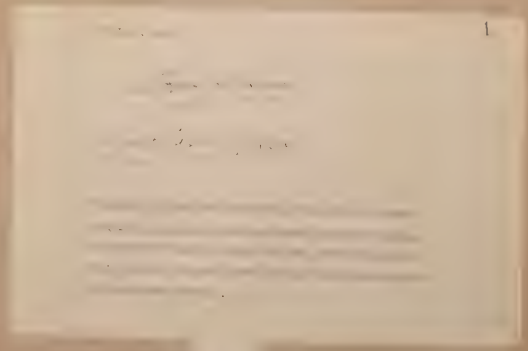
Present staff of the Hildebrand firm includes Frank Hildebrand, manager; Cornelius Knudsen, Arthur Hildebrand Jr. — grandson of the founder — Mrs. Pauline Stanley, Eugene Krenz, Mike Heard and Mrs. Allen White.

Among people who have worked with the firm in earlier days were Jacob Ottinger, Mrs. Cliff May, Mrs. Frank Koehler, Mrs. Christine Metcalf, Mrs. William Wootton, Jaimee Sears, Elmer Polo, and others who still live here.

It is impossible to acquire [illegible] destroyed the firm's records.



A to J at O.Y.E. Sept 4-11-[illegible]
Ford Dock. Banquet for [illegible]
Fleet officers. See Kenner[illegible]
guest of honor.
Sr. Alfred Kenner[illegible]
- left side Mrs [illegible] invite.
- right side of table



Letter Recalls Days When Trains Were King of Travel

NEHALEM (Special)—An interesting and authentic "buckboard-time" history of railroad in the Oregon northwest, particularly in the coastal section, is revealed in a letter written by George Abdill, an early railroader in these parts, to a friend in the Nehalem bay area.

Said history was brought to light this month when the largest train ever loaded in Tillamook county, left Wheeler for Portland made up of much of its glamour and facilities with 118 cars, most of which were loaded with valuable lumber products. The train, powered by two diesel engines doing the work of five steam engines, extended more than a mile and a quarter. Salmonberry, ramming through when it wound its way over the rails through the mountains, with Conductor Buck Rogers in charge.

New in Cars

Many older citizens of Portland and the Willamette valley remember that in their younger days it took eight hours to arrive via railroad for a vacation at north Tillamook county beaches. However, since days of the paved highway, and the commonplace automobile, bus, and the consequent discontinuance of passenger trains over the route few aside from those directly connected with the freight commerce, gave much thought to the railroad line. Even those residing along its route have more or less thought of it as a "dead

[illegible] of the same year work [illegible] Astoria. For a Tilla[illegible] connection the Astoria, Sea[illegible] and Eastern was incorporated March 13 1890, by W. H. Smith, Oliver Stewart, E. C. Jeffers, D. N. Stewart and George [illegible].

Squabbles

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TRAVEL NEWS

Last Ferry Service

Astoria Celebrates 150th Anniversary

By *Charles Hume*

[illegible] Astoria residents who [illegible] gain that summer during [illegible] with fondness that city's Sesquicentennial celebration.

[illegible] era of the ferry-boat [illegible] final resignation [illegible] cause the gallant craft [illegible] ferries on the West Coast [illegible] be around many more [illegible] years. The Astoria-Megler [illegible] that terminates journey [illegible] guest boats to be constructed [illegible] during the next three to [illegible]

Meanwhile the five-mile [illegible] between the mighty Colum[illegible] of the same year work [illegible] Astoria. For a Tilla[illegible] connection the Astoria, Sea[illegible] and Eastern was incorporated March 13 1890, by W. H. Smith, Oliver Stewart, E. C. Jeffers, D. N. Stewart and George [illegible].

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Little Tour-it No. 3 out of Astoria, one of three left

[illegible] of they visit Astoria. Over[illegible] months by three vessels [illegible] from Astoria to Megler [illegible] piece of [illegible] equipment [illegible] [illegible] [illegible]

Letter Recalls Days When Trains Were King of Travel

[illegible] until the recent big trade [illegible] Astoria [illegible] Portland [illegible] Interested Colton [illegible] Burlington and Central Pacific [illegible] Astoria [illegible] Tract [illegible] [illegible] [illegible]

Astoria's Dowager Queen Mothers

It was the early year 1905 when Mrs. Peter Kuzmanich came all the way to Astoria with her two little sons to join her husband. Born on the island of Vis, in the Adriatic, the merry little Yugoslavian great grandmother is an artist at making Viennese dishes and breads, and at 85, still likes to garden. She is the mother of Mrs. Louis Washer, with whom she lives, Nick and Jack Kuzmanich, Astoria, Tony Kuzmanich, Long Beach, Calif., has 7 grandchildren and 6 great grandchildren. She is a member of St. Marys Catholic church.

Mrs. August Hildebrand, a native daughter, was born March 26, 1871, and Astoria has been her home ever since. She lives with her husband, one of Astoria's grand old gentlemen and an ardent historian, in their pretty hilltop home. Married in the old Episcopal church when it stood where the Spexarth building now stands, she is an active member of Grace church's Womens auxiliary, director of the Clatsop County Historical society, and the Native Daughters. She has two sons, Frank and Arthur, three grandchildren and three great grandchildren. The Hildebrand 62nd wedding anniversary is coming up.

Mrs. Petra Henningsen, matriarch of the Hanke and Henningsen families, spends time clerking in her son Eric's store "to keep busy." And, so that she'll have something to do when she "gets tired," she does hand weaving at her loom in her little apartment, and does exquisite ceramic work. Born in Bode, Iowa, September 6 1863, the jolly little woman has nine living children, 23 grand children and six great grandchildren, many of them musically talented. She is a member of the First Lutheran church and the Daughters of Norway.

Queen mother of the large Seeborg family is Mrs. Victor Seeborg, who rules her roost with loving warmth, and a deep understanding of young people. She and her husband, whose view home above the river, had 13 children, 12 of whom are living. And, when there are gatherings at the Seeborg family home, there are 22 grandchildren and three great grandchildren to "make it a party." Born in Dornio, Finland, July 2, 1887, she came to Astoria 33 years ago, was married here, and has lived here ever since. She is a member of the West Apostolic Lutheran church, and finds time away from her home to work at CRPA.

One of Astoria's smallest dowager mothers is Mrs. W. C. Logan, shown here as she had an afternoon of bridge at the Elks Ladies card party. The widow of the late Dr. William C. Logan, former mayor of Astoria, was a San Francisco debutante, born there July 28, 1872, and married the young doctor in Alameda, to come as a bride to Astoria to make their home in 1894. She has two children and one grandchild, all living in Oakland, but Astoria is still home to Mrs. Logan, who is a member of the Presbyterian church, the Monday club and the Elks Ladies.

Polly McKean Bell, a vivacious and active girl of old Astoria, was born here February 17, 1876, but moved to Seattle, where she met young Harry Bell, married him and lived away from her beloved home town, until she returned in 1941. Possessed of a quick wit and sparkle, Polly Bell is author of "Evergreen Boughs and Mincemeat Pie," a booklet on Christmas in Astoria in the '70's, and several other historical stories. She is a director of the Clatsop County Historical society, and is shown here beside the spinning wheel which was part of her grandmother's, Polly Hicks McKean, wedding dowery, in 1816. Mrs. Bell has two children, Burnett Bell and Mrs. Constance Bernier, and three grandchildren, one of whom, Harry Bernier, is a jet pilot with the air force.

Burning of Hammond Mill
Astoria, Oregon 1922.

Thursday, May 23, 1963 The COLUMBIA PRESS

A group of 80 Seaside Central school students accompanied by their fourth grade teachers and [illegible] of the parents were guests of the Clatsop County Historical Society on Tuesday morning of last week. They were welcomed by Charles Dodge, treasurer of the society, assisted by Mrs. Elsie Stangland and Mary Miller. The teachers escorting the students on their visit were Mrs. Toner, Mrs. Schouria and Mrs. Hogsbom.

PHILIPPA SEABROOK

9-19-63

County Museum Complimented by Tourist Viewers

Historians At Cathlamet Host Caravan

Oct 7 1963

[illegible] Garlands of members of the Clatsop County Historical So[illegible]

Poet to Visit Astoria on Reading Tour

[illegible] 1963

Oregon's

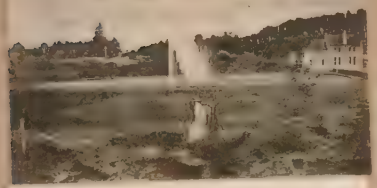
Walldorf Mayor Invites Astorians To Attend Fe[illegible]

1-10-63

Stoneback said it would be fun to attend the Walldorf festivities, but it's a long trip.

One of the features of the celebration will be an exhibition of [illegible] Mayor Wellinger asked councilm[illegible]

1907



1905-

Souvenir Program....

GRAND RE-OPENING OF

Fredericksburg Music Hall.

Saturday, Sept. 1, 1900.

BROWN & GRANT, Proprietors

Sheriff's Office, Astoria. 187

7-25-1907

Lewis & Clark 1905 Centennial Fair Portland,

Lewis & Clark Portland Centennial

Lewis & Clark Fair

FRIDAY, MARCH 27, 1925 THE M

Antlered Herd V

STORY OF FIRST INITIATION SERVICE OF LOCAL ELKS LODGE IS AGAIN TOLD

Story Taken From the Files Of The Morning Astorian December 25, 1899

Portland 1905 Fair Grounds

Gold Shovel Breaks Ground for Trans-Columbia Bridge

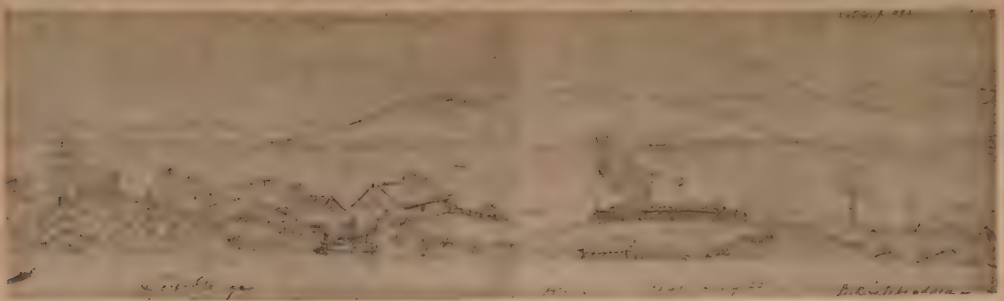
Gov. Mark Hatfield (center of picture with shovel in hand) is shown here taking the first shovel full of dirt during the Trans-Columbia bridge ground breaking ceremonies Saturday in the west end of Astoria. Gov. Hatfield was officially timed as breaking ground for the $24 million project at 4:29 p.m. Rep. William Holmstrom is on Hatfield's left and Sen. Dan Thiel on his right. An estimated 1000 persons including many dignitaries from both Oregon and Washington, were on hand for the occasion. The weather was warm with a bright sun. The Washington coast line to the north can be seen in the background.

Holmstrom, Thiel Congratulat

8-13

Rep. William [illegible] ... [illegible] ... [illegible] ...

Drawing Of Astoria In 1841 Made By Surgeon Aboard Peacock



On July 18, 1841, the United States sloop of war Peacock, a ship of 18 guns [illegible] ck, the Co[illegible] herina rivers ba[illegible] and eventually [illegible] Columbia. The Peacock was one of the ships in a naval expedition com[illegible] sailed [illegible] Among them as Dr. [illegible] ing transportation

commanded by Lt. Charles Wilkes, USN, which had been sent out to chart the waters of the Northwest, including Puget Sound and the

Charles F. B. Guillou, United States naval surgeon.

Dr. Guillou was a skilled artist and made several sketches of local scenes while the Peacock crew was living at Astoria, awaiting

Dr. Guillou's drawings [illegible] in the possession of D[illegible] This year his grandso[illegible] Philip G. Blackmore of the Dow[illegible] States Army, gave the Book Club [illegible] of California permission to repro[illegible] duce them in a book which also [illegible] and includes a biography of Dr. Guil[illegible] his written by Mrs. Blackmore.

The book, entitled "Oregon and California Drawings, 1841-42," also contains de[illegible] s Dr. Guillou made in California on a visit there [illegible] another naval vessel in [illegible]

Through the good offices of Col. Fred B. Rogers of San Francisco, the Daily Astorian has obtained permission of the Book Club of California and of Mrs. Blackmore to reproduce one of the plates used in the book.

It is the above drawing of Astoria as it looked in 1841. That is the first northwest publication of this authentic depiction of Astoria as that time. The United States flag flew over the settlement as it is not explained

that time, as the picture shows. British occupation had ceased.

The notation "Bakery to be added" which Dr. Guillou appar[illegible] rently had written on his drawing

Sunset Empire 156 Years Ago

Information furnished by Barn[illegible] by Bell, Historian, Fort Canoe[illegible] National Memorial Park Service.

Excerpts from journal of Capt. William Clark, in camp near McGowan Wash., Nov. 17, 1805.

From Daily Astorian Jan. 9th 1963

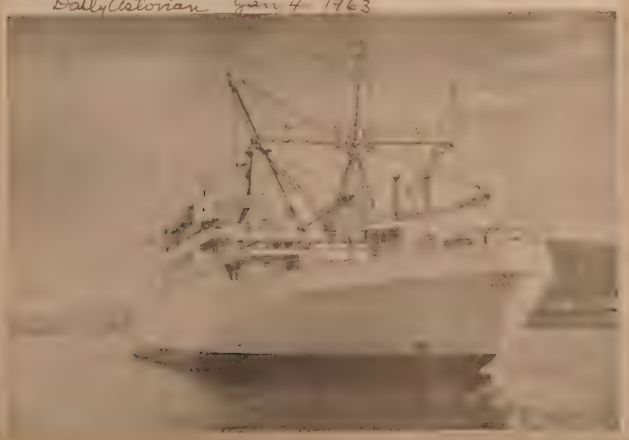
Astorians Salvage Iredale Jib Boom From Beach Sands

[illegible] jib boom was rescued from the sand Tuesday [illegible] of local citizens. Photo at left [illegible] the boom lies on a flatbed truck, parked [illegible] while a decision is pondered about what [illegible] in photo at left, man app[illegible] is peering

[illegible] Forrest Vaughn, who is weld[illegible] and [illegible] t of the boom. Hydraverse truck used to hoist the item was provided by [illegible]

Savannah Anchors Overnight in River Off Astoria

Daily Astorian Jan. 4 1963



34 437 THE SUNDAY OREGONIAN, JULY 22, 1962

THE PRESBY mansion, built in 1902 by attorney W. B. Presby at Goldendale, Wash., has been purchased by the Klickitat County Historical Society to be converted into [illegible] a museum. The [illegible] furniture, pictures and documents of [illegible] Mansion purchase price was $12,000.

Fog Delays Departure Of N-Ship

[illegible] Friday [illegible] Ride to Portland

[illegible] The Savannah had been [illegible] Portland at 9 a.m. but [illegible] and remained [illegible] The Cape [illegible]

[illegible] 204 miles [illegible] leaving for Portland Friday morn[illegible] 25 Feet to Be Exact

When the vessel hited another [illegible] the 25-foot span to be [illegible] all cleared by [illegible]

The cities Service [illegible] refueled the ship [illegible] small craft that escorted the Sa[illegible] Astoria was the Thursday [illegible] R. H. Cullen, was [illegible] Pilots [illegible]

Columbia Friday to [illegible] the other members of the crew [illegible] party of 20 guests [illegible] day afternoon cruise [illegible] of harbor, channel, [illegible]

Among the group were Mayor [illegible] Astorian's city, state [illegible]

Museum Seeks to Acquire Historic Lightship

The Columbia River Maritime Museum association has begun a quick solicitation of funds to help buy the historic old Columbia lightship No. 88, shown in the top photo. Vol. 88 is now in the hands of a salvage firm in Ballard, Wash., but the museum association can save it by quick action. Below, Tom Halvorsen (597 Birch, who worked on the ship in 1954-56, shows a model he made of it. Halvorsen recalls that the Columbia lightship was converted from steam to diesel power in 1955. The ship will be brought here as a museum exhibit.

Association Accepting Contributions

Maritime Unit to Buy Ex-Lightship as Artifact

The Columbia River Maritime Museum association Thursday launched a project to buy the famous Columbia River lightship old No. 88 as a major artifact for the museum here.

Directors of the association formally endorsed the venture at a meeting Thursday afternoon.

Price of the vessel is $21,000 and already more than half this amount has been raised by a group of Clatsop county citizens with more coming in all the time, the association reported.

To make the venture a community affair the association directors agreed to accept contributions from the public toward the funds needed to buy the famous old ship.

I am confident we can obtain the needed money soon. President Bill Klep said following the meeting, but we want to give everyone who wishes a chance to help out. I raised $675 just Tuesday afternoon after we decided to go ahead."

Donations will be accepted at the Daily Astorian, the Maritime Museum at 16th and Duane, the Owl Drug store and Stenbock's Pharmacy.

Swift Action Necessary

Swift action is needed as present owners of the lightship will not hold the vessel indefinitely, the museum says.

Klep and Eben Carruthers of the association went to Ballard, Wash., recently (last week) to inspect the lightship and found it in excellent and seaworthy condition.

The lightship recently was declared surplus by the U. S. Coast Guard and offered for sale. It was bought by D. and S. Salvage company of Ballard, which was offering the ship for $27,000.

Klep said that Capt. Willard G. Sampson one of the partners in the salvage firm, became keenly interested when he learned the local museum group would be interested in buying the ship and his partner, Louis Dullaan, agreed to sell the price to $21,000.

Sampson, originally from South Bend, Wash., knew many old-timers in Astoria and was interested in this area.

He has agreed to pilot the ship here himself if we go ahead with the purchase, Klep reported.

Carruthers strongly seconded Klep's proposal to raise funds to buy the ship during the association directors' meeting Thursday, as did Ed Rose, former Astorian who returned here to live recently after a business career in Chicago.

Rose emphasized the value of historical and cultural assets in interesting tourists.

Carruthers said that this is an opportunity for the Astoria area to do something for itself, to provide a fine community asset of great historical interest.

Others at the meeting endorsed the question of the lightship and suggested a community-wide subscription of funds to complete the transaction.

"This is something the whole area should get behind," Klep said, was the expression of several members.

Klep said contributions have come in so far from Astoria, Warrenton, Seaside and Gearhart, emphasizing that the maritime museum project is not purely a local Astoria enterprise.

Built About 1908

Following Thursday's meeting, Klep called Capt. Sampson in Ballard, notifying him of the museum's actual preference of Mrs. Bartlett were she actually to have a voice in the matter. This issue, of course, is a moot one, but should not be ignored in the deliberations. In my recent conversation with her she reemphasized her personal wish of the valuable artifact from the H town of Monmouth.

The ship model's value as a historical piece is measurable. It provides an essential link with the early history of our empire in conjunction with the other links on display in the museum and rendered yeoman service during the past 16 days several hundred school children have viewed it during their visits to the museum.

The Port commission has recently been formally petitioned by the Columbia River Maritime Museum for removal of the model to their own institution. This commission has within its power, as I

ALL HANDS HELPING TO BRING MARITIME MUSEUM UNDER FULL SAIL !

Pioneer Museum
5-7-63
Open Forum

EXPLAINS MUSEUM STAND

In my letter to you some time ago, it has been stated to me at a meeting some officials of the City of Portland, Historical Society, were to be removed to the Columbia River Maritime Museum here. I have stood at some time I have not yet transferred these artifacts to the museum. However, in view the persistence of these reports and their recurrence from time to time, I feel it necessary to make a few statements in order that there may be no misunderstandings.

There are, I understand, in your collection a few duplicates of the best items we have on hand. These duplicates may be of interest to you and with all proper respect for the experts of the museum, unless specific provisions to the contrary have been made. During recent years the courts has gone on record to accept no property on a loan basis but rather on an ownership basis. This policy applies to all acquisitions following the adoption of

ment is followed by most historical societies and eliminates considerable confusion over precedence in deeds and clerical duties.

Another policy of long standing, is that no artifact belonging to the Historical Society may be removed from the museum for transfer of This sentiment appears in a framed statement hanging on the wall of the institution and has been displayed for a number of and on loaned properties be removed without the consent of the owner.

An accurate and extremely unique location involving per[illegible] for removal of an artifact is now at hand. This pertains to the glass encased model of Gray's sailing ship Columbia. This beautiful and quite model was built under the direction of the late R. H. Bartlett at the time of his serving as manager of the Port of Astoria. Although the production of the model was financed by the port its accurate construction was a project an obsession with Bartlett and received much research. The port graciously loaned the model to the Historical Museum and has since been valuable and valuable to students studying the complete history of this area. During the past 16 days several hundred school children have viewed it during their visits to the museum.

The Port commission has recently been formally petitioned by the Columbia River Maritime Museum for removal of the model to their own institution. This commission has within its power, as I

Here Rolf Klep is shown examining part of the North Head Lighthouse lamp lens and gleaming collection which are being assembled for display in the southwest room.

proximately $15,000 toward maintenance and perpetuation of the Clatsop County Historical Museum. Without this type benefactor and contributor of artifacts, it is doubtful if the museum would be in existence. Savoy is rarely accorded publicity relative to his philanthropy and does not solicit it; however, his wishes from a simple moral standpoint should be given considerations I believe.

ED JOHNSON President
Clatsop County Historical Society.

Rolf Klep, president of the Maritime Museum association, shows an early model of the Flying Cloud, donated by Dr. and Mrs. Jon Strandfjord. The Flying Cloud was an early clipper ship, built by Donald McKay in 1851 in Boston. She was famous for holding several speed records.

The name board from the Sister Steamship company "Oregon" is held by Rolf Klep and Glenn Dougherty, museum director, in the main entrance hall. The old "Oregon" will be remembered by many in the Lower Columbia.

"It takes more than several men at the steam bars, or the sheets, to get a full-rigger under way," says Rolf Klep.

And this full-rigger (the Maritime Museum) is getting under way, as evidenced by the photos on this page. Each day brings about the completion of a particular part of the displays or building. Many are helping out, and more helpers are needed.

Workers have completed painting, cleaning and repairing the building. Now the artifacts are being readied.

Glen Daugherty, director of the museum, hopes to have a fairly representative group of displays ready for the summer tourist season.

Anyone who has something of nautical nature that they feel should be in a Maritime Museum is invited to contact the Maritime Museum office

Budget Cost 6-1961
Astoria

Astoria Gets Group Memento

[illegible] will [illegible] Rolf Astoria [illegible] Every [illegible] maritime [illegible] Columbia River Group Pacific Science Center [illegible] [illegible] [illegible]

County Historical Society 'Favors' Maritime Museum

—MAP—
SHOWING LOCATION OF CREEKS IN
TROANDIK INDIAN, BAYANT MONTANA
& MOOSE HIDE CREEK MINING DIVISIONS
OF
YUKON-DISTRICT
N.W.T.

Total cash in bank
Duckworth, Dawson
Ruby Hunting 1 oz
Art Pardie 2.00
Wm O Rhew, Hammond 1 oz
Franz Bake

Kenji Kisap 1 oz
450.55

County Historical Society 'Favors' Maritime Museum

List of Memorial Items to Coleson on [illegible] Smith memorial [illegible].

Sponsored by Mrs. Ethel Abbey Moore, Hammond, Ore. August 25th, 1955

Treasurer Ney S. Miller, Astoria, Clatsop County Historical Society.

Ethel Abbey Moore, Hammond $5.00
Otto Olsen, Astoria $5.00
Genevieve Butterfield Young, Portland, $10.00
Mrs. Schroeder, Seaside, $5.00
Mrs. Guy Braley, Warrenton, .50
Seth Peschild, Hammond, $1.00
Olga Svensen, " $1.00
Father Andreason, Warrenton, $1.00
Alden Pete Miller, Astoria, $1.00
John Vieks, Astoria, $1.00
Ney S. Miller, Astoria, $1.00
Hammond Progressive Club, $10.00
[illegible]
Native Daughters of Oregon, Astoria, $5.00
Ronald Colman, Clatsop Co. O.E.A. Warrenton,
Bank Interest to June 30th. 1957 .79.00
Citizen's Progressive Club, Hammond $5.00
in lieu of flowers for Agnes Dey Funeral.
Lucie Ball, Astoria, $1.00
Bank Interest to Dec. 31st. 1957 .73
Hammond Progressive Club, $5.00
Bank Interest to June 30th. 1958 .83
Lois Payne, Clatsop Plains, $2.00
Mr.&Mrs. Harold Johnson, Hammond, $1.00
Mr.&Mrs. Elwood W. Stait, " $2.00
Mrs. Joe Nichols, Hammond, $1.00
Mrs. R.D.Lamb, Warrenton, $1.00
[illegible]

$14.00

Pete Miller, Astoria, $1.00
Henry Heinertsen, Hammond, $2.00
Mr.& Mrs. Ernie Stratton, Warrenton, $2.00
Clatsop County Historical Society $60.00
Bank Interest to Dec. 31st. 1958 $1.53
Mr.& Mrs. Roy Schultz $1.00
Point Adams Life Sav. Station, Hammond, 100$

Irene Christians, Astoria, [illegible]
Grace Ohler, "
Nora Memmist "
Gertrude Masterson, "
Julia Slusher, Astoria,
Bernice Duke, Hammond,
Alta Schalk, Astoria,
Harry Davidson, Astoria
Mrs. Shaw, Hammond,
Rev. Paul Hooper, Westport,
Claude C. Asquith, Seaside,
[illegible] McConkey, Astoria,
Rev.&Mrs. Wm. Wolstrom, Gearhart
Mrs. J.W. Cutler, Gearhart
Undisclosed donation
[illegible]
Students of Broadway School,
Elizabeth Taylor Dodd, Astoria, 19.50
Louis Carlson, Tolovana Park, $5.00
Bank interest to June 30th. 1959 $2.07
Caroline Schweeler, Seaside,
Robert Sparks, Astoria,
Del Timm, "
[illegible]

$1[illegible].00

—MAP—
SHOWING LOCATION OF CREEKS IN
TROANDIK - INDIAN - STEWART TERRITORY
YUKON DISTRICT

#1534

THRILLS, HARDSHIPS TOLD BY MRS. GERRITSE, WHO CARRIED EARLY-DAY COAST MAIL ROUTE

By Lucille Sawyer

One of the most unusual mail routes in the United States one

In all kinds of weather by an horseback, Mrs the mail going f [illegible] 1903, between Nehalem and the Austin place south Hug Point, and then from 1904 1913 from Seaside to the Austin point.

Mrs. Gerritse can and does

sits in the comfortable home of her son at Cannon Beach. But the men who knew her during years when she performed the important work will never cease to wonder at her ability to overcome the hardships and dangers of this job.

Today the motorist can travel

PIONEER MAIL CARRIER

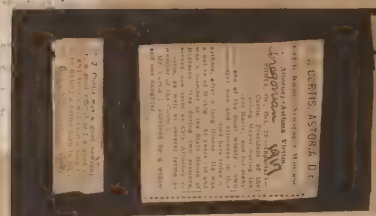
MRS. MARY GERR [illegible]

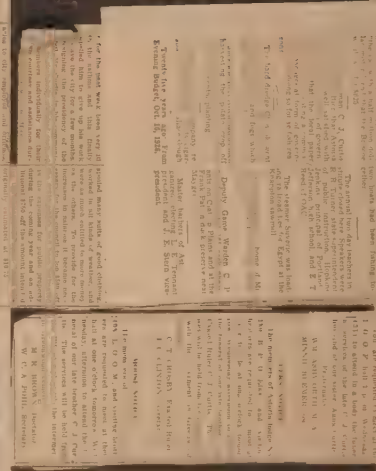
—who carried mail by horseback over the wildest and most rugged section of the Oregon coast 53 years ago.

History of West Began Along Coast

ILL HEALTH FORCES CURTIS TO RESIGN---LEINENWEBER NEW

American De[illegible]oyer Cassin Si[illegible]





RELICS OF EARLY-DAY TRAGEDY

This cannon and capstan were recovered from the deck of the U. S. Sloop of War Shark, which was wrecked in September of 1846 while attempting to cross the Columbia bar. She had been sent to the Columbia some months previously for survey work. Her deck with three guns and the capstan went ashore at Cannon Beach, giving the beach its name.

ILL HEALTH FORCES CURTIS

American De oyer Cassin S

NWEBER NEW

ill Continues

POLICE, STREET EMPLOYEES, PHYSICIAN AND OTHERS GET RAISE

Granted Leave of Absence

RELICS OF EARLY-DAY TRAGEDY

History of West Began Along Coast

PIONEER MAIL CARRIER

THRILLS, HARDSHIPS TOLD BY MRS. GERRITSE, WHO CARRIED EARLY-DAY COAST MAIL ROUTE

THRILLS, HARDSHIPS TOLD BY MRS. GERRITSE, WHO CARRIED EARLY-DAY COAST MAIL ROUTE

By Lucille Sawyer

One of the most unusual mail routes in the United States, one [illegible] to 1902 between Nehalem and the Austin place south of Point, and then from 1904 to 1914 between Seaside to the Austin place

[illegible] joke about the hardship of what was then a wilderness trail as she sits in the comfortable home of her son at Cannon Beach. But the men who knew her during years when she performed this important work will never cease to wonder at her ability to overcome the hardships and dangers of this job.

Today the motorist can travel from Seaside to Nehalem a distance [illegible] hours or less in half an hour. But things were different 50 years ago. From Seaside to the north [illegible] there was only a road of sorts and over this road in fair weather Mrs. Gerritse could drive a team. South of Cannon Beach she used the beach, heading her team to a road hardly wide enough for a team, blasted from the solid rock.

Arch Cape Is Obstacle

Then there was a rather stretch of beach to Arch cape which had to be traveled at low tide, and after several more miles of beach came the trail over Cape Falcon, then as now one of the wildest and most primitive areas in the United States. And south of the cape was Neah-kah-Nie mountain with its precipitous trail hundreds of feet above the sea around the brow of a mountain which dropped almost sheer into the ocean.

In fair weather the trip was not too bad, even if it did involve a 20-mile jaunt on horseback. But in winter in the face of the south west gales, it was another matter. Then all of the journey must be made on horseback. Part of the route was along a primitive road over which hung the menace of falling trees. From Cannon Beach south the hardy woman traveled in the teeth of the gales, drenched to the skin. Rounding Arch Cape was often a dangerous ripple even at low tide as the heavy seas crashed against the rocks. And rounding Cape Falcon was a ride even for a horse often she had to walk carrying the mail, and even occasionally to crawl on all fours, like a beast she says.

First Years Hardest

The first years on the mail route were the hardest as they involved the trip over Neah-Kah-Nie mountain and Cape Falcon. Later, when she traveled from Seaside to the Austin place she could at least during good weather, drive in the cart which she carried passengers as well as mail.

Passengers thrilled she says, at the idea of such an excursion to her. The road into Cannon Beach as a bull road and the chance ride in the saddle-horse mail [illegible] a treat and a thrill. There was no bridge across Elk Creek so the rig was horse hauled across the ride so the team could ford the creek.

When the cannon from which Gerritse brought his team of horses up to haul the cannon up to a safe spot on the beach. The second cannon remains on the U. S. sloop of war, Shark, ground leaving the Columbia river on September 10 1846.

[illegible] carrying the mail and loves to reminisce about the many interesting [illegible]

One of the most beautiful and most mysterious places along the trail is Hug Point with its trail hewn from solid rock and its huge, mysterious caves. Hug Point rock rising to a height of 200 feet has been a challenge to many climbers.

One of the Gerritse homes stood [illegible]

MRS. MARY GERRITSE

—who carried mail by horseback over the wildest and most rugged section of the Oregon coast 53 years ago.

[illegible] partly had presented it to one of the Indians In January, 1806, Captain Clark, with Sacajawea and several of his men came to see the "big fish" in the little creek Captain Clark named the creek Ecola, the Indian word for whale. The skull of the whale was in the possession of one of the residents here for many years.

Deer Plentiful

Deer were plentiful but there were no elk until November, 1919 when 18 head were brought in from Eastern Oregon. They had been fed the same food as cows and were very tame.

Bears were a common sight on the beach but displayed no fear of man. One [illegible] that at one time as she and all of the animals on the beach to alone and was unarmed with the exception of a [illegible] to defend the mail.

A few of the early settlers here were Mr. and Mrs. Chester Kellogg whom Mrs. Gerritse brought here by wagon on their honeymoon in 1907. Mr. and Mrs. [illegible] Fox, Mr. and Mrs. Mark Warren, Mr. and Mrs. Will Warren; Mr. and Mrs. Frederstein, Mr. and Mrs. L. A. Mansur, Paul Harrels and Mr. H. M. Collins, who was the surveyor for the water works.

Austin Early Postmaster

[illegible] Portland at the age of 10 years. New York state where she was born in 1862. Two years later she was taken to Nehalem, where in 1888 at the age of 16, she was married to John Gerritse. They took a homestead near what is now Manzanita. In the three decades and finally to Cannon Beach, where she now lives.

[illegible] of the first to be remembered was the one near Hug Point erected [illegible]

[illegible] erected a hotel operated by Mrs. Marie Adams, sister of Paul Harrels. This hotel was later purchased by and is now the home of the English sisters at Arch Cape. The Elk Creek hotel on the north side housed the postoffice until 1913 when it burned down. Another location was the [illegible]

History of West Began Along Coast

[illegible] are the world's largest spruce mills, the largest commercial fishing enterprise in the United States, the only commercial motivated cranes in the world, the valley where cranberries first came was first found growing wild, rich valleys producing [illegible] moss etc.

And everywhere is beauty. The beauty of the forests, mountains, waterfalls, rivers, lakes wild flowers, the endless marvels of the surf.

Extending the length of the land with the Clatsop beaches at its northern end is the Oregon [illegible] miles with a variety of scenery not found in a like area elsewhere.

RELICS OF EARLY DAY TRAGEDY

This cannon and capstan were recovered from the deck of the U. S. Sloop of War Shark, which was wrecked in September of 1846 while attempting to cross the Columbia bar. She had been sent to the Columbia some months previously for survey work. Her deck with three guns and the capstan went ashore at Cannon Beach, giving the beach its name.

ILL HEALTH FORCES CURTIS TO RESIGN---LEINENWEBER NEW

American De[illegible]oyer Cassin S[illegible]

[illegible] Continues

THE POOR COUNCILMAN.

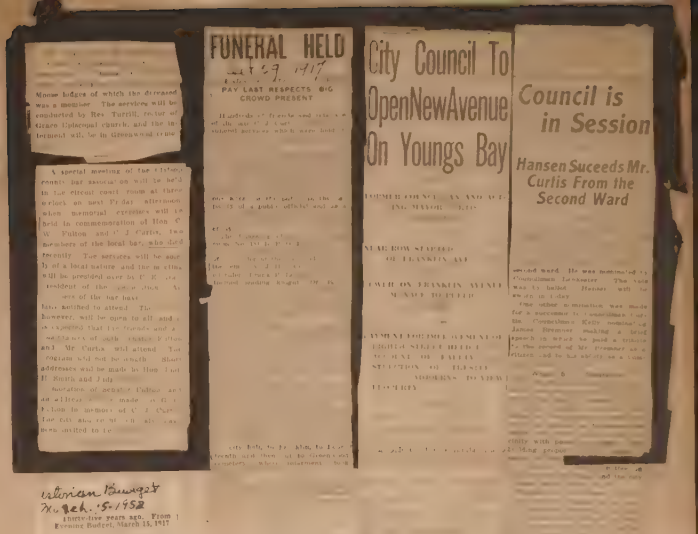
It's an honor to be a councilman
At a salary of $16 per!
Be praised and roasted now and then
No one knows what for.

When the reaper at last gets me into his fold,
And I'm silent and still in a box;
I suppose here'll be flowers a car couldn't hold
From kickers who now pelt me with rocks.

And I suppose they will say some nice things,
When I'm as cold as a Clatsop clam;
About me in paradise flopping my wings
While now they hand me many a slam.

All this can't be helped, but had I my way
I would change things so I'd be ahead,
I'd get the flowers while living--today
And the rocks and the slams when I'm dead.

C.J. CURTIS.



FUNERAL HELD

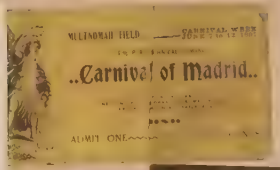
PAY LAST RESPECTS BIG CROWD PRESENT

City Council To Open New Avenue On Youngs Bay

Council is in Session

Hansen Suceeds Mr. Curtis From the Second Ward

Victorian Daughters
Mch. 5-1952
Thirty-five years ago. From the Evening Budget, March 15, 1917



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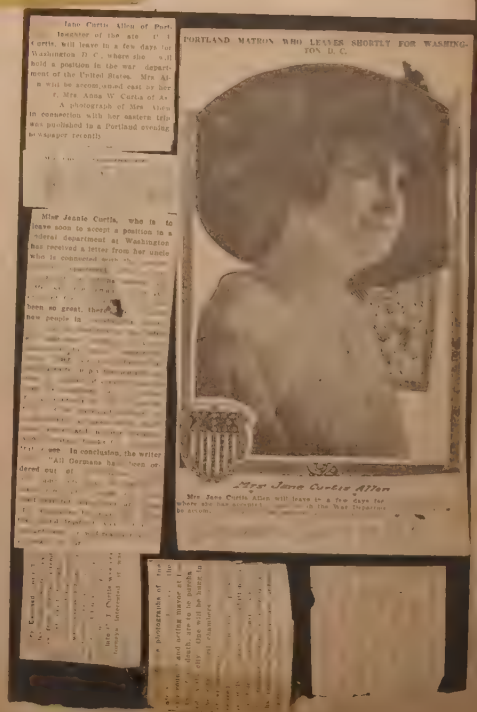


MYSTERY SHROUDS LEWIS AND CLARK PAPERS FOUND HERE—

Attic Yields Priceless Historic Lore

A priceless collection of papers pertaining to early American history and termed the "greatest discovery of its kind in decades" has been recovered from a St. Paul attic.

Now in vaults of the Minnesota Historical society are long-missing papers covering the first 1,600 miles of the famed Lewis and Clark expedition to the northwestern part of the nation from 1803 to 1805.

Although the society has had the papers in its possession since January, announcement of the find was not made until today because of time required to authenticate the manuscripts. Most of the writing covering the first phase of the expedition is in the hand-to-rest arsenal of Capt William Clark, with hot ones notations by Capt Meriwether Lewis, who was in command of the expedition.

There are 61 pieces of manuscript in the collection, dating from December, 1803, to April of 1805. Journal entries begin with the winter of 1803-04 when the party was encamped opposite the mouth of the Missouri river along the Mississippi preparing for the trip. Day-to-day notes by Clark end.

The last section of notes is the record of the winter spent near Bismarck. The journal closes with departure of the party for the mountains and down the Columbia river on the 4,000-mile-trek from St. Louis to the Pacific ocean.

All pages of the newly-discovered missing portion of the Lewis and Clark journal are fragile and worn. Notes are written on many sizes of paper, the sheets are crowded with writing and blotted. Maps and drawings overlap or are overlapped by text.

One of the pages deals with the death of a Sgt Floyd member of the expedition, which occurred at his point on the Missouri river where Sioux City, Iowa, now stands and where three states, Iowa, Nebraska and South Dakota meet. The entry dated Aug 20, 1804 states:

"We buried him (Floyd) on the top of a high round hill overlooking the river & country for a great distance situated below a small river without a name which we name & call Floyd's river and the bluff, Sergt Floyd's bluff. We buried him with all the honors of war and fixed a cedar post at his head with his name & day of the month and year. . .

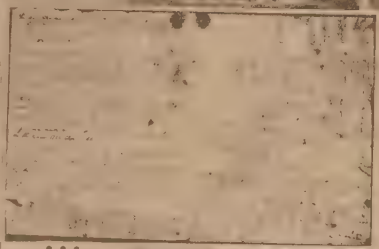
The river is known as the Floyd river today. Historical minded Iowans erected a 100-foot shaft over his grave in the early 1900's which is viewed thousands of tourists each year. Sgt Floyd's death was due to "high fever," history relates.

Capt Clark was apparently not too pleased with attitude of the Indians he met while ascending the Missouri river. He relates:

"Those people were not well satisfied with the presents given them. They were much surprised at the air gun and several curiosities which were shown them . . . & the magnet . . . but those people became extremely troublesome to us . . . begging whisky and articles."

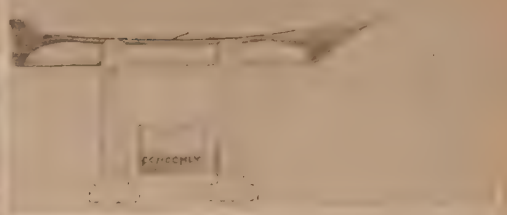
Many of Clark's notations deal with observations gathered while he traveled on foot, hunting game for the camps and collecting specimens of the soil as his fellow expedition members paddled up river against the current of the wide, treacherous and snag-infested Missouri.

The historian whose lot is to "rediscover" the papers is Lucile Kane, curator of manuscripts at the society.



Invaluable historic documents and papers on the Lewis and Clark expedition were found in this now vacant house, upper left, at 117 Farrington. Miss Lucile Kane, curator of manuscripts at the Minnesota Historical society, looks into the old boxes, upper right, in the attic where the papers were discovered. In the middle is one of the papers in the handwriting of the explorers. Below are Gen. John Hammond, left, Among whose possessions the documents were found, and Capt William Clark, center, and Capt Meriwether Lewis, right, the two explorers.—Staff Photos and Copies.

Memorial to Chief Concomly Proposed 11-18-1960



The above drawings by Rolf Klep are for a proposed memorial to Chief Concomly of the Chinooks, showing a Chinook burial canoe of the kind in which chiefs were buried. Joseph M. Over is making plans for making the burial canoe on its pedestal in concrete. the canoe to be 26 feet long and 6½ feet above ground for installation at the Astoria column park. Below the canoe will be a block with a bronze plaque, and with the skull of Concomly to be enshrined on the block. The drawing at right shows an end-on view of the canoe and its pedestal. Funds for the project have been started by the Chinook tribal council and donations are being sought. It is hoped to have the memorial ready for dedication by April 17 starting date for the 1961 Sesquicentennial and if possible to have Lord Astor from London make the actual dedication if he visits here as planned.

Thursday, March 19, 1953 ST. PAUL DISPATCH

St. Paul Attic Yields Vast New Data On Lewis And Clark Expedition

Continued from Page 1

department last Jan 5. Miss Kane said today. It was Mrs Vaclav Vytlacil residing from 217 Farrington to tell us that her mother might come to the home of Mrs Burnside Foster, her mother recently deceased, to look at some things that might be of interest to the society. She had come from her home in Sparkill, N. Y., to supervise disposal of Mrs Foster's possessions.

"When we arrived at the Foster home I was conducted to the attic where most of the items mentioned had been stored. Mrs Vytlacil a granddaughter of Gen John N Hammond a Civil War general, who served with Sherman, pointed out two old desks that had belonged to her grandfather which she thought might contain some historical papers. The papers, boxes and drawers were crammed with various papers.

"Because the attic was dark and I was working by flashlight, I decided to take the papers to my office for examination. I was given a large packing box and told to gather up what I wanted.

"After I got back to the light, I sighted a book in which Gen Hammond had recorded his outgoing letters when he was in charge of Indian affairs in Dakota territory, but I presided on with the work of packing up the papers instead of examining them.

We drove back to the society museum in a car laden with pictures, books and manuscripts. Unloading of the box of manuscripts began a few days later, and it was a slow process because of the 117 cubic paper stored for years.

"As I unpacked I came across a rather compact bundle that had claimed my attention in the Foster attic. Breaking it open, I saw that the wrapping was a newspaper creased as well that no string was needed to hold it in place. The paper was the National Intelligencer. The date of issue was cut away, but from the contents it was obvious that from the period of Thomas Jefferson.

"I removed the paper and unfolded the first documents it contained. I saw a sheet of journal entries with to-date 1804. After opening a few more I saw the familiar names of William Clark and Meriwether Lewis. Many more were forthcoming that had been retrieved from the desks. One of the papers, Capt. Clark's plan for the defense of the West, was crumpled up like a ball of waste paper.

"Are these papers authentic? Are they really the notes of Capt William Clark? Who are they in these papers of the Hammond and Foster families? What is their relationship to the Lewis and Clark journals published in 1806 by Reuben G. Thwaites? These and many other details of the first portion of the journeys at the Minnesota Historical society, looks over some of the papers and maps written and drawn by Capts. Lewis and Clark during their famous Northwest expedition. The larger paper is a

Officials on Platform at Victory Celebration 4/22/61

4-22-1961

rey of Lewis and Clark up the Missouri river from St Louis to Bismarck is near the present city of Bismarck, N. D.

Miss Kane said answers to these questions could be found by some painstaking research.

"Only people who know manuscripts, like Lewis and Clark expedition and the history of the West in that period.

"I asked for help and received it from Robert M. Brown, state archivist, and Fred Rarig, curator of the University of Minnesota, a specialist in Western history, with a detailed knowledge of the expedition and the countries traversed by the party," she continued.

"Research on the documents progressed, and while the research went on they were arranged, dated, cleaned, put into heavy folders and recorded. Also, they were photographed and the laborious task of translating the difficult hand was begun."

"There can be no question as to the authenticity of these manuscripts," said Prof. Osgood today. "When the handwriting is compared with known specimens the authenticity is established. There is no doubt that the documents are genuine.

"These manuscripts are priceless and of great historical importance. The new find adds much to our knowledge of the personality and motive for the great explorations and the fate of the men who up the Missouri. Clark's journals and observations . . . and it is these papers are not to be found in the previously published accounts of the expedition. The journal for the winters of preparation at St. Louis is entirely new. Capt Clark was a good draftsman. His drawings of the new boat the Indian mounds and sketch maps are much to the historian value of the documents."

As fascinating as the manuscripts are in themselves, is the question of how they got from the upper Missouri river to a St. Paul attic. The question cannot be answered now, for the trail has all but disappeared during the past 150 years. Perhaps, "detective work" by historians will solve the riddle.

Dr Harold Dean Cater assistant director and the Lewis and Clark papers have been accepted by the museum as a gift from the Foster and Hammond families.

added in order to complete the drawing. All were wrapped in an old issue of the National Intelligencer, a newspaper published in the national capital during the Jefferson administration.—Staff Photo

wrapper, indicates the papers were forwarded to one of his brothers, Jonathan Clark, who lived near Louisville. Another brother of Clark was George Rogers Clark, famed frontiersman and Revolutionary War hero.

The idea of an exploration such as undertaken by Lewis and Clark originated in the mind of Thomas Jefferson, third president, who recognized importance of a thorough and accurate knowledge of the vast extent of land acquired by the United States through the Louisiana purchase. This year marks the 150th anniversary of the Louisiana purchase and start of the Lewis and Clark expedition.

Gen Hammond born in New York in 1831, came to St Paul in 1855 after a military career followed by railroad promotional activities in Missouri. He was active in developing the Duluth-Superior area and later held a special governmental assignment dealing with Indian affairs in Dakota territory in the late 1870's.

A clue as to how he came

YOUNG AT 75, HALE, MERRY

Sole Living Survivor of Big Indoor Massacre Says Old Day Were Best of All.

FATHER TIME LENIENT

Mrs. Mona Ann Mosier Does Own House Work, Enjoys Useful Employment.

All worthy Astorians and a hope that all the rest would [illegible]

Lenahine served, as she recalled many of them today, the honors duly of other years, the banner duly of the entering duly [illegible] of the [illegible] days when the sleeve [illegible] [illegible] [illegible] she told of a "real smart" in 1871 [illegible] followed by an all-[illegible] [illegible] and how the flocks of log [illegible] were made merrily impressive [illegible] clothing down Tenth street [illegible] for [illegible] duly saved from a [illegible] John the glove by a big wood [illegible] were the memories then. Mrs. Mosier [illegible] for a moment and named a few laughing [illegible] [illegible] something of such [illegible] of his [illegible] personalities [illegible] [illegible] included Dan Welch, Ed Tasky [illegible] Van Dusen, Charles [illegible] [illegible] George Pfeifer, [illegible] Bonthing, the Taylor girls, Nellie Pfeifer, Minnie and Vina Hoeling, Carrie Van Dusen, Mrs. Roberta Reed, Mrs. Badley and many others.

Young At 75

Admonished gently by a visitor against doing so much of her own [illegible] and [illegible] chores at the age of 75, Mrs. Mosier was busy as she talked, and [illegible] [illegible] [illegible] for a woman. It's only 12 [illegible] birth, on December 29. And I never was sick a week in bed in my life, except [illegible] Work or play, I [illegible] enjoy [illegible] [illegible] [illegible] more useful to themselves and to [illegible]

Crossing Astoria a year Mrs. Mosier [illegible] a wealth of interesting anecdote [illegible] prices other days as [illegible] [illegible] [illegible]

TRUE PICTURE OF WHITMAN FOUND BY CHURCH JOURNAL

Eastern Woman Locates Photograph and Data Ends Years of Research, and Proves Dr. Whitman Is Oregon's A. P. Hearst

Whitman first started to the wild Oregon country in 1835 with Samuel Parker. In August, when they reached Green river, the two parties met. Parker, coming on to the east, returned to New York, and the beautiful Miss Mariness Prentis and in 1838 their honeymoon trip to Oregon was made.

Washington and New York. He and his gentle wife and 12 other Americans were cruelly massacred by Indians whom they had befriended at Waiilatpu mission, near the present site of Walla Walla November 29 1847.

A TRUE LIKENESS OF DR. MARCUS WHITMAN

Historians for years have been baffled in their search for a picture of famous missionary, but at last an authentic one has been found, owned by a distant cousin.

After many years of waiting the world at last has a true likeness of Dr Marcus Whitman, a pioneer missionary to the Indians of the Oregon country and a martyr whose heroism is one of the beautiful pages of American history. Since his murder by the redmen in 1847, historians have searched far and wide for a picture known to be a true likeness of the missionary. None could be found by those who knew him.

A few weeks ago an eastern woman wrote to the Journal of the Department of History of the Presbyterian Church in the U. S. A. saying she found two had pursued a similar quest to no avail. Then she sent a picture of the famous missionary, but at last an authentic one has been found, owned by a distant cousin.

There was a real stir in the quiet office of the Journal of Presbyterian History when the letter arrived. "Now as to the portraits. They gave me more trouble than anything else. There are no portraits taken from life of either Dr. Whitman or wife. They were all pictures copied in character and made from a variety of sources. One of my cousins and most intimate friends, [illegible] the Presbyterian publication. The subject was an admirer of the photographic work of Whitman, from the year before the massacre. He was an educated man and something of an artist by nature. He says lived on a farm near Lockport till he was 21 years old. I had another very intelligent man, a native of Dr. Whitman and that [illegible] examination upon us, remembering [illegible] which was executed by [illegible] Montgomery of the Oregon Theological seminary was declared [illegible] to be as close a resemblance to Dr. Whitman at the time the [illegible] was taken as can be obtained. [illegible] no one in the west was best artists and they were untiring [illegible] to get a true likeness. [illegible] Whitman [illegible] Whitman [illegible] Whitman

Gift from an Historian

August Hildebrand 85 years of age, one of As-
's patriarchs and an ardent booster of the
, mined background of the community, has
donated a set of bound journals taken from the
original records of the Hudson's Bay company
to the Astoria public library. It will gift places the
local library in the category of the nation's top-
ranking libraries. Subscribing for the costly jour-
nal, considered invaluable by historians in this
style records.

Besides as mentioned
[illegible] 2 large volume[illegible] Prussian books pur
[illegible] among the [illegible] first to [illegible]

Opening Slated for New School

School bells clang Monday throughout Clatsop county and for Seaside Elmon high school students it undersongs first classes in a new $[illegible] high school building. Modern equipment has been installed in the structure which features concrete floors covered with tile throughout. Pictured above is the entrance to the new [illegible] at left, the new sign for the school and the pilasters [illegible] See page 5 for additional pictures of the interior and exterior of the new school building. A.B. Photo.

Conversation Makers

War Strikes

Bombs Dropped Near Brookings By Float Plane From Submarine

BROOKINGS, Sept. 9, 1942—A Japanese float plane launched from a submarine came in from the sea today, circled near Mt. Emily, nine miles northeast of here, and dropped incendiary bombs.

A small plume of smoke brought fire watchers who found small fires.

There was no damage.

This was the story of Sept. 9, 1942, but it was not told then. Wartime censorship held it back until Sept. 15. Lt. Gen. John De Witt, commander of the Western Defense Command, then issued a communique in San Francisco telling of the attack.

It was the third time the Japanese had moved up to the West Coast in their submarines and attacked. On Feb 23, 1942, a submarine shelled Goleta, Calif., apparently seeking to damage an oil refinery. It did scant harm. The second time again it was a submarine and Oregon was the target.

Fort Stevens Shelled Harmlessly

A submarine on June 22, 1942, shelled Ft Stevens near the mouth of the Columbia River. This presumably was for propaganda value because the old fort didn't amount to much and it wisely gave no answering fire—it's long rifles wouldn't reach out as far as the sub. No harm was done by the sub's gun, the shells dropping into swampy woodlands.

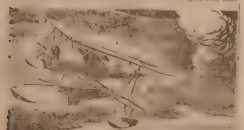
Then came the bombing of Curry County, the only time the United States has ever been bombed by an enemy plane.

Although no damage was done, concern was felt. The weather had been damp. Had it been otherwise, an incendiary bomb could have touched off a forest fire.

Balloons Brought Tragedy

This was not the final attack on Oregon. The real tragedy was to come.

The Japanese launched great numbers of paper balloons, 33 feet in diameter, to which were attached an ingenious system of weights and bombs. Many of these landed in this country, some as far inland as Michigan. But censorship kept the people generally from knowing about them. It was thought, too, that



[illegible] Japanese [illegible] passed on [illegible] Japanese [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

Only Loss of Life

[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

County Has Busy Weekend With Regatta, Fort Clatsop Programs

[illegible] crown two threes of Re[illegible] Shirley daughter of Mr [illegible] Knight [illegible] Astoria, [illegible]

[illegible] Mrs Knight of Regatta [illegible] Vancouver [illegible] and last year's lovely Regatta queen Susan Henderson [illegible] accepted his [illegible] ing the [illegible]

Chatting following Fort Clatsop dedication at Astoria high school are (from left in foreground) State Sen. Dan Thiel, U.S. Senator Maurine Neuberger, Charles Peterson superintendent of Fort Clatsop National Memorial and Harlan I. Smith (kneeling) of honor raiders on Fort Clatsop site (Photo by Daily Astorian)

[illegible] Scott, treasurer of Clatsop Historical society, [illegible] Robert L. Scott public [illegible] representative of Oregon Historical society, who made arrangements for society's bus boat tour from Portland to Astoria for Fort Clatsop dedication Sunday afternoon. The tour group visited points of interest in the area, including a stop at the historical museum where Scott is shown signing guest book. (Astorian Photo)

Regatta [illegible] at Astoria [illegible] sampling [illegible] Knight [illegible] Saturday afternoon. [illegible]

Daily Astorian photo [illegible] Burkhardt Mrs [illegible] photo just as Mrs [illegible] Shirley [illegible] Knight [illegible] Astoria [illegible] Regatta [illegible] Saturday [illegible] Knight [illegible] Astoria [illegible] Regatta [illegible] Saturday [illegible] tures are re runs of those that [illegible] Friday" edition, when engraving machine [illegible] ure and staff [illegible]

Mrs [illegible] gives [illegible] assistance at [illegible] the Kitsap club [illegible] Hibbard's [illegible]

PNB [illegible] entry won a blue ribbon in the bicycle division

A prize winner in the Kitsap [illegible] contest are Ken Schneider, Sandra Wad [illegible] Schneider and Linda Wells.

Senior Scouts Serve as Museum Guides

RUSSEL AND ESTHER SNIDER 7-12-63

Astorian Budget

Russel Sniders Are New Curators Of Hist. Museum

Mr and Mrs Russel Snider, Olney, are the new curators and caretakers of the Clatsop County historical museum located in the Capt. George Flavel mansion on Eighth and Duane according to an announcement of the board of directors of the Clatsop County Historical society.

Mr. and Mrs Snider are well-known in the county having resided in Astoria and outlying communities for 18 years. Their home in Olney, one of the "picture" homes of the countryside which has won state prizes for its landscaping and flower gardens, has been put up for sale by the owners, who have moved in to the apartment in the west wing of the museum. The apartment has been completely redecorated.

Snider who worked at Bumble Bee Seafoods cold storage plant for many years, has retired and will devote his time to making grounds and garden plots around the museum into a park that he believes is worthy of the fine old estate. Gardening is more than a hobby for Snider. He is a student of plant diseases and their cures and is already concerned with some of the old trees and shrubs in the yard that need "doctoring." With the permission and advice of the historical society members he plans to transplant some of the Sniders prize iris roses, gladioli and calla lilies from his Olney place to further beautify the museum grounds meanwhile restoring the lawn and strengthening the flowers and shrubs that have been growing there for three-quarters of a century.

Esther Snider, who has been active in civic organizations and community projects since her arrival from Pendleton, is interested in the historical background of the community and in its future as well. She is a past most excellent chief of the local Pythian Sisters and is district deputy for the granges in the area. In the latter capacity, she is starting her fourth year, having recently received that re-appointment from Allen P. Wheeler master of the Oregon State grange.

Already Mrs Snider has plans too, for building up interest in the museum. She is asking each subordinate grange in the county to select its own special "night" during the fall months when the historical museum will be open and the members of that grange will be guests for a lot of the townspeople, too," she said. "Many of my friends who have come to visit me in our new quarters confessed they had never been through the museum and I haven't let them leave [illegible] They all seemed [illegible] and [illegible] bring their friends and families after peeping their contributions in the donation box," she added [illegible] I think that there [illegible] by that."

The museum is open every day from 10 a m-5 p m through August, when it will be open weekends through September and the rest of the year, subject to change by the historical society or by request of groups or organizations.

Astorian Evening Budget

Published Every Evening except Sunday by the Astorian Budget Publishing Company, 909 Duane Street, Astoria, Oregon, and entered in the Post Office of Astoria, Oregon as second class matter. An Independent Newspaper—Morning Astorian (1873) and Evening Budget (1895) Consolidated.

Big Day in Town Tomorrow

Astoria will be the No. 1 city of the state tomorrow as the old town by the Columbia's shore has one of the big gala days of its history.

The visit of Vice-President Richard Nixon is enough to make it a big day, but we share the honor of entertaining him with Salem and Portland.

What makes Astoria the No. 1 city of Oregon tomorrow is the first issuance of Oregon's Centennial stamp at our historic post office, the first one west of the Rockies and now 112 years old.

The combination of these two major events makes the day one to be commemorated to the utmost and to be remembered for years ago come.

We are highly honored to have Mr. Nixon here, brief though his visit must be in order that he may full his busy day's schedule and make appearances in three major cities.

Partisanship should be set aside for the day. The vice-president comes to Astoria in his capacity as No 2 man in the United States government to honor the state's 100th birthday and it is strictly a non-partisan occasion. Let us observe it as such.

Not only will be the vice-president visit Astoria but there will be a brilliant galaxy of top state and federal officials, from the governor on down, and including high-ranking officers of the United States postal service.

Astoria has gained vast public attention from this event, particularly among philatelists, who apparently exist in large numbers in these United States. Orders for special first-day envelopes, cancelled with the special first-day cancelling die, are approaching the half million mark. The number of stamp collectors who have learned about Oregon and Astoria obviously runs into the tens of thousands and perhaps the hundreds of thousands.

This issuance of the Centennial stamp is the first major event of the Centennial year, and fittingly is held in Astoria, the first permanent habitation of white men in the Oregon territory and site of the first post office.

This community is indebteted to Rep. Walter Norblad native son of Astoria, who arranged for the first issuance of the stamp here over the opposition of several other cities that sought the honor and also arranged for Vice-President Nixon to adjust his Oregon itinerary to include an Astoria visit.

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Wonderful Advertising

The amount of advertising Astoria has obtained from its selection as the city for first issuance of the Oregon Centennial stamp is incalculable, but it must be immense.

The sale of more than a half million stamps gives some measure of the vast interest the occasion aroused, not only among stamp collectors but among other citizens who wanted first-day covers to include in their souvenirs.

Stamps and covers have gone to nearly every state in the nation, several Canadian provinces, and other foreign countries.

Many of the covers ordered through the local Centennial Stamp committee included advertising material on Clatsop history and scenery. This material went to thousands of cover orderers.

Since it is estimated that from 8 million to 6 million visitors will come to Oregon for the Centennial year, we can anticipate that many of these millions will have learned about Astoria from the first day issue, and that Clatsop county will be on the itinerary of multitudes of them.

We will be reaping benefits from Saturday's big event not only all summer long, but in years to come.

That first day issue put Astoria on the post office map of the United States in a major way.

A Fine Beginning Event

The Centennial tea, sponsored by the Daughters of Norway Sunday afternoon and evening at the USO, was a colorful example of what Norwegian culture has contributed to the life of Astoria for 100 years of Oregon and to the United States. It was planned months in advance, dancers and singers were organized and rehearsed many times during the ensuing weeks, and long hours of the parts of many seamstresses turned out a galaxy of costumes that depicted both the Nordic and the peasant style of dress. The success of the event, the first large social event resulting from the states Centennial celebration, should open the way for similar parties for other religious and organizations in the months ahead. It was a gracious tribute from a fine and loyal people, who have become an important part of our country. And its success is a tribute to the many committee workers in general and to Adelhane Stiber and Ann Peterson in particular for a fitting salute to Oregon's Centennial.

The Vice-President's Visit

There's no doubt that the announcement of Vice President Richard Nixon's forthcoming visit to Astoria for the first issue of the Oregon Centennial stamp has provided a big impetus to local Centennial spirit.

We were feeling somewhat left out of the picture what with Nixon scheduled to visit Salem and Portland and apparently due to by-pass a program which certainly ranks as one of the major events of Oregon's Centennial Year.

But all that's changed now, thanks to persistence of local sponsors of the February 14 program and of Rep. Walter Norblad, abetted by Gov. Mark Hatfield.

Nixon has agreed to come. It may be for only a short stay of an hour or two, but that's all right. His merr appearance here will be the makings of the event and will start our Centennial year off in fine style.

So far as the A-B could learn, Nixon will be the second Vice-president of the United States to visit Astoria.

Old-timers recall that Charles W. Fairbanks, vice-president under President Theodore Roosevelt from 1905 to 1909, made a speech here at the old football field near where Columbia hospital now stands, in 1905. He was apparently in Oregon in connection with the Lewis and Clark exposition in Portland and came to Astoria to make a speech.

Ulysses S. Grant is supposed to have visited Astoria and Seaside, but as a lieutenant in the Army, on leave from Vancouver Barracks, long before he became president.

One cabinet member at least has visited Astoria—Josephus Daniels, Navy secretary under President Woodrow Wilson, who made a speech in about 1913 at an outdoor gathering on Telegraph Hill in what is now West Hills addition.

William Douglas, Supreme Court Justice also has visited Astoria on salmon fishing trips, not in an official capacity.

City Gets Plaque For Fort Astoria

May 16-1963

A bronze plaque officially designating the Fort Astoria site at 16th and Exchange as a registered national historical landmark was received Thursday at city hall.

The plaque was sent by the National Park Service which has given Fort Astoria this official designation, in recognition of its "exceptional value" in commemorating and illustrating US history.

The plaque will be installed prior to formal dedication ceremonies Friday, May 31, at which Superintendent C. L. Peterson of Fort Clatsop national memorial park will formally present the plaque and certificate to Mayor Harry Steinbock.

Speaker for that occasion will be Thomas Vaughn, director of Oregon historical society.

Clatsop Pipe Band Makes Debut

Here is the Clatsop County Scottish Pipe Band, which was to make its first public appearance [illegible] dedication ceremonies from left Lee McKenna, Jack Bradbury, Verne Teach, Dr. Pat Moore, Hugh McKenna Jr. Hugh McKenna Sr. Absent when the picture was taken were John Moore, snare drummer, and Emil Leppla, piper [illegible] here have been drilling for months. The pipe [illegible] uniforms [illegible] bonnets [illegible] Highland [illegible] and the [illegible]

Stage Coach Run Poised

A Centennial stage coach run will leave Portland shortly after 9 15 a m. Tuesday for Astoria — a trip it hopes to make in four days.

The coach is scheduled to reach Scappoose the first night. With luck it should roll into St. Helens Tuesday, Hudson Park near Rainier on Wednesday and a campsite 30 miles out of Astoria by Thursday night.

The schedule calls for the stage to make Astoria by Friday afternoon. It will receive passengers and souvenir mail, and welcomes any horseback riders willing and able to accompany the coach.

Short Ceremony Billed

Riders and passengers will meet at 9 a m Tuesday at SW 2nd Ave. between Morrison and Alder Sts. for a short ceremony beginning at 9 15 a.

The stage will be drawn by four horses and towns along the route have planned entertainment and celebrations to mark the arrival of the coach.

Maritime Museum Gets Gangway Boards

Ludwig Hanstad, wooden boat builder, Cannon Beach, Oregon, [illegible] carved wooden [illegible] [illegible] [illegible]

Vol 85, No. 38 Astoria, Oregon Friday, February 13, 1959 PRICE 7c

Birthday Feted

Astoria Prepares For Nixon Stop, First Issue Of Centennial Stamp

Century Marked By State

Astoria Post Office First in West

Nixon Has Old Pals In County

By HARRY LIPSET
A-B Staff Writer

Vice-president Richard M. Nixon has old school ties that bind him to classmates of Whittier Calif. school days, right here in Clatsop county

Mr and Mrs. Ray Hammond of Hilltrest road Svensen and Mr and Mrs. Irwin Morrison, Rt 2 Box 114, Astoria know the vice-president when he was still in high school and Ray Hammond knew him when he was attending college

Ray is to make the vice-president feel at home for his visit here Mrs Hammond sent him a telegram sensing him to attend at the Hammond home along with Oregon's Governor Mark Hatfield and other dignitaries.

Wires Reply

He sent the telegram and on Thursday they received a reply from the vice-president stating

"Regarding your letter January regret my off cal schedule completely filled with Centennial activities

and therefore cannot accept your kind invitation I would surely enjoy seeing you again and hope to do so in the future either here or in Oregon"

Both the Hammonds and the Morrisons remember the vice president when he was just Dick Nixon a popular high school student in Whittier He is remembered by his Clatsop county friends as a likeable fun loving individual and popular in many school clubs and activities

Well-Liked Student

Mrs Morrison who was classmate and one time Mrs Hammond said her husband remembers as the fact that Nixon played out for football although he never made the team He was quick witted grasped a situation quickly and, according to a prediction in his high school annual, bound to one day

It is considered very unlikely that the vice president will see his former classmates during his visit to Astoria, but at least he knows they are here and he has acknowledged that fact

The first post office west of the Rockies was established at 15th and Exchange streets 112 years ago and the first postmaster was John M. Shively, Both Shively, through his descendants, and the old post office play prominent roles in the issuance of the Oregon Centennial stamp at Astoria Saturday Pictured above, top is the old post office as it looked in Shively days Bottom are two descendants of Shively, who will be here for the rites, Charles J. Shively, Beaverton, great grandson of John Shively, and his son, who will be in Astoria are pictured above For a history of the post office see page 8 of today's Astorian-Budget.

Relatives Of First Postmaster Join Birthday Event

Charles J Shively Beaverton near Beaverton purchased by his great grandson of Astoria s first postmaster John Shively will be present during ceremonies at Astoria Saturday for the Centennial celebration Feb ruary 14

Charles J Shively was born and grew up in the Beaverton area and

grandson of the noted Astorian p ... Evelyn Shively Meyers Port ...

...ld pioneer s granddaughter ... Evelyn Shively Meyers Port ...

...e majority of the Shively fam... remained in Oregon ... said, with several mem... bers of the family settling in the Beaverton area

...ughter ... Shively said that he has several ... cousins of his great grandfather s ... early days of Oregon Mr Bar a watch which the old pioneer received in trade for an interest he had in a gold mine in southern Oregon Also there is an old cap and ball pistol which

...ive railroad first starting out in the round-house, then moving into ... Portland ... to a farm ...

This Day in Oregon History

(Continued on Page Two)

Stamp Sale Due Saturday

Astoria was geared for one of its busiest days today as final preparations were completed for first day issuance Saturday of the Oregon Centennial stamp on the eve of the oldest post office west of the Rocky mountains

Centennial stamps go on sale at 9 a m at the post office from one minute to start the first day cachets expect to be one of the most sought after stamps in the 112 year history of the U.S. Post Office Department

Mail orders for stamps and first day covers were still pouring in today and many individuals and groups of mail had not even been opened at postnoon

Starts 7 A.M

Postmaster John Jones announced stamps will get underway promptly at 7 a m Stamps may be purchased at the Astoria postal window or may be purchased and mailed

All mail received for first day cancellation placed before midnight Saturday will be cancelled

Used First day covers will be cancelled without addresses at the window or will be processed if addressed at the window Postmasters duties and Envelopes bearing first day covers for cancellation should be clearly marked as such, be sure

...send official first-day covers went on sale at 9 a m Friday at the ...

Saturday by volunteer workers

Sources programs from the first day issue ceremonies will also be held at the Post Office Saturday

Lobby Sale

Workers handling stacks on sales of the Roll Klep designed cachets include Mrs Lawrence Jackson, Mrs Ward Quarles, Mrs Margery Rousseau, Mrs Ernst Berg Mrs Tom Davis Mrs E F Edison, Mrs B Hemingway, Mr and Mrs Clest Love and Mrs A N Wright

Swanson said 25 000 cachets have been printed along with 30 000 stickers which recite some of the history of the area These have been provided in cooperation with the Astoria Chamber of Commerce

Mail orders have been received so far for 7am cachets

(Continued on Page Two)

Pony Express Trek Ends Here Friday; Welcome on Agenda

Pony Express riders trekking westward to kickoff Oregon s Centennial and the first-day issue of the Centennial stamp on the eve of the state s most birthday celebration converge closer to Astoria Friday as they neared the end of the long ancient trail they traveled in the great state the Nation pioneers and their descendants in the burgeoning days of Oregon s history

Official Astoria greets the more than 100 riders as they thunder into the Pacific Northwest at about 4 30 p m

Last night a party of county officials headed by Sheriff Carl Rondbertz met the party as they crossed the county line and settled down for the night in Brownie near Wauna Some members of the party were transported be school bus, manned by Astoria school officials to Knappa high school where they bedded down for the night

Astorians Join

Astorians traveling with the party early Friday include James Kenyon of the sheriff s posse Russell Hutchins, captain of the posse and Erwin Rue, Clatsop county deputy sheriff

Radio reports from Rue indicated the group had passed Knappa where they stopped at the high school to start the journey to Astoria at Wickiup grange

At 10 a m they were at Knappa crossroads and at 11 30 at the high school The party was expected to reach Astoria at noon

Reports from the party indicated they were attracting good crowds of Clatsop county residents as they moved closer and closer to their destination

Pole Aided

Meanwhile in Astoria plans were pushed throughout the day to greet the party both at the city limits and at the Port of Portsmouth They will be served coffee and cheshed by members of the Daughters of Norway Other groups will be on hand at numerous gaits

party

Sheriff Bondurets said the party includes a chuck wagon and that meals served at the Astorians from the wagon fee a nominal charge

will carry the party to the Armory

Sgt Robert Fisher of the state police will drive the automobile carrying the vice pres dent

At the Armory the party to be seated on the stage will include Isaac Hatfield Appling (1 nander Chief Justice Wilbert McCallister of the state Supreme Court L D W Harvey special assistant to the postmaster general, Anthony Brandenthaler, chairman of the Oregon Centenn al commission, Mayor Harry Steinbock Robert Hallock designer of the Centennial

stamp Roll Klep designer of the official Centennial stamp cachet Rep Robert Duncan speaker of the House of Representatives Senator Walter Pearson Senate president Ved Morlitt Astoria postmaster Charles Sherry dr great-grandson of the first Astoria postmaster Burnby Bell Arnold Swanson Dr E W Harvey of the local Centennial committee the Rev Wallis Putnam and R J Hanson master of ceremonies

Band to Play

The program will include an instal anthem by the Astoria high school band which will also play for a half hour preceding the program s start, invocation by the Rev Mr Putnam Ministerial association president, greetings by Mayor Steinbock introduction of distinguished guests by Chairman Hanson remarks by Gov Hatfield remarks by Vice President Nixon presentation of official stamps affixing by Walter and benediction by the Rev Mr Putnam

The program is expected to end shortly before 11 30 with Nixon flight and motorcade scheduled to arrive at Portland International Airport at 12 30 noon

Besel by adverse weather conditions and an "ahead attack" a storm front Thursday They faced a downpour throughout most of the journey to their destination Friday

Flight Cancelled

At Rainier where the party stopped at the "watering hole," the stagecoach was held up The all in fun incident left four men "shot" after a furious western gun battle

Reports Thursday indicated that at times the number of riders with the party reached as high as 140 persons Columbia county riding clubs augmented the original train of riders along the route

Stanley Thompson head of the Pony Express organization wagonmaster for the trip Many local riders will join the group for the last stage of the ride into Astoria

Second Daily Mail Delivery Is Resumed

Restoration of a second daily mail delivery in downtown Astoria area was announced Friday by the Astoria post office

Service resumed Friday afternoon

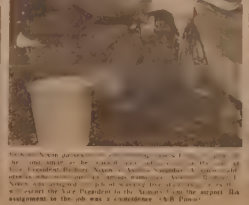
Discontinuance of the service occurred in December Several Astoria merchants protested the discontinuance and the orders for resumption of service came from Washington, D C according to local postal officials

Local merchants complained that the cancellation of the mail trips deprived them of delivery of mail receiving in Astoria on the High

was delayed a day in delivery they said

With restoration of the service it is believed the mail will be delivered on the day of arrival, postal officials said

Namesake Washes Cars for Nixon Visit Here



Pioneer Marked By State

PORTLAND (UPI) — Oregon admitted quietly to the union 10 years ago Saturday as its 33rd state, today prepared for a more gala celebration of the Centennial birthday to be spced by a

From Vice President Richard Nixon

Nixon, due to arrive here by plane at 9 05 p m today and scheduled visits to Astoria and Salem to help his Centennial state observe its Valentine s day admittance in the union Other states and towns throughout the state were planning observances of their own

The Saturday festivities touch off a year which will feature a 100-day Exposition and International Trade Fair in Portland at which state leaders hope to help attract new business and industry

Ward Late in Coming

The gala events are here after a short contrast to 100 years ago when word of Oregon s admission to the union did not reach the state until a month after it happened — on March 13 when the steamer Brother Jonathan arrived from San Francisco

Nixon was to spend the night at his hotel here and then fly to Salem Saturday morning where ceremonies will be held for the issuance of a Centennial stamp at the state s post office west of the Rocky mountains

After ceremonies there Nixon flies to Salem for an afternoon round of festivities before returning to Portland for a second Saturday night

As scheduled to pay a visit to his home state of California leaving Portland Sunday morning, before returning to Washington D C

Ball At Salem

A Centennial ball is scheduled for Salem

actress Gloria Kroeger a former Portland Rose festival queen, as coral sphinx At Astoria pioneer will be shattered when the vice president will be served cake decorated instead of salmon for lunch Sable fish is a valuable Columbia river delicacy Also featured Thousands of Oregon men, brought up in a Centennial spirit were growing beards including several state legislators A 3-year coach and a group of about 50 horse riders scored Astoria as the last leg of a three-day trip from

Short Memories

SACRAMENTO Calif (UPI)— Members of the California Assembly paid dignified tribute to Abraham Lincoln Thursday and then baseball contract between Los Angeles and the Dodgers

Presiding officer Carlos Bee restored order by remarking "We have forgotten all about Lincoln in ball an hour"

Lewis to Leave Hospital Soon

...ed Lewis ... Astoria ... Lewis ... Lewis ... Lewis

Astoria's 'Big Day' Captured In Photographs

Starting up the ramp into the Armory Vice-President Richard M. Nixon and Astoria Mayor Harry Mimbert have big smiles for the crowd. In the background are the Royal Chinooks Astoria drum and bugle corps. The group played part of the concert at Armory while the [illegible] for the arrival of the Vice President [illegible] at the Armory was the AHS band.

[illegible] of the crowd [illegible] Vice President Richard M. Nixon [illegible] Saturday morning. [illegible] to shake hands. He is shown above talking to the crowd. In the background are newspapermen, photographers and secret service men. Despite the fact he was far behind schedule due to inclement weather the Vice President was in no hurry. (A-B Photo)

Charles Shively Jr., great-great grandson of the first postmaster in Astoria, who was named in 1811, is captured during a "big moment" on Saturday. Vice President Nixon joined the boy for pictures after shouted instructions by news cameramen had centered him. The youth and members of the family were honored guests during the Centennial rites.

Members of the Shively family, posing with members of the Pony Express riders who arrived in Astoria to commemorate issuance of the Centennial stamp are pictured above at the site of the first post office west of the Rocky mountains. Left to right in the center they are, Charles J. Shively Sr., Beaverton, Charles, Jr., Helen Shively Easner, Sherwood, Evelyn Shively Meyer, Portland and Mrs. Charles Shively, Sr. A marker at 15th and Exchange denotes the site's historic importance.

Oregon's Centennial stamp, in a huge blow up on the stage of the Armory is admired by the Vice President left as the stamp pictures [illegible] Nixon [illegible] Astoria [illegible] Vice President [illegible] Mayor Harry Mimbert [illegible] Astoria [illegible] Vice President [illegible] Mayor Harry Mimbert [illegible]

Ceremony Attracts Distinguished Guests

Fort Clatsop dedication ceremony Sunday afternoon featured Conrad Wirth (left), director of National Park service, as main speaker. Sen. Maurine Neuberger (right) also spoke. Among [illegible] Indian Carl Co[illegible] remnis

Rites Dedicate Fort Clatsop, Reminder Of Historic Journey

Regatta Queen Shirley McKnight snipped a ribbon at the recently constructed Fort Clatsop visitor center under cloudy skies Sunday afternoon to climax dedication of the national memorial.

The planned outdoor program at Fort Clatsop was rained out and the ceremony shifted to Astoria High school auditorium. About 250 attended the dedication.

Conrad Wirth, director of the National Park service and main speaker for the dedication, termed Fort Clatsop "a most significant addition to the national park system."

Wirth said about two thirds of the 200 areas in the national park system have been set aside because of historical value.

Fort Clatsop, he said, tells a story of a part of history, identified with the 21 men of the Lewis and Clark expedition. It commemorates the bravery, determination and wilderness skill of American explorers.

The Louisiana purchase, which helped gave the US the resources and territory to become a world power and made westward expansion inevitable.

Expedition Milestone

The Lewis and Clark expedition, outgrowth of the Louisiana purchase, was "a great milestone in the history of our nation," Wirth noted. Meriwether Lewis and William Clark, leaders of the expedition were instructed to explore the Missouri river to its source and establish by portage the most direct land route to the Pacific, Wirth said.

They and their band of volunteers also prepared the Indians for the forthcoming trade challenge of the US by opening the Indians of the value of US trade and the power of the nation."

When the 22 men including a guide, his Indian wife and infant son reached the ocean, Wirth said, they chose Fort Clatsop as site of their 1805-06 winter camp.

Many Helped

Wirth said the area was chosen for proximity of an elk herd, shelter and the Pacific ocean and Columbia river.

"They endured and overcame others discomfort and hardship with patience and fortitude."

Wirth lauded the many people who helped to bring about the Fort Clatsop national memorial.

He said the late Arthur Bernard of the Voice and Portland and Astoria writers and editors helped to create interest in the site; the Astorian Budget Chamber of Commerce worked on reconstruction of the site and the late Sen. Richard Neuberger worked for congressional approval of the memorial.

The senate bill for creation of the memorial was sponsored in the house by Rep. Walter Norblad and passed in 1958.

Wirth also noted growth of the National Park service since its creation in 1916 and said the 10-year Mission 66 program for development of the national park system is designed to note the 50th anniversary of the service.

Parks Service Praised

Sen. Maurine Neuberger, widow of the man who first envisioned a national memorial at Fort Clatsop, praised work of the National Park service and noted that the Mission 66 program involved recreational development on a large [illegible]

[illegible] Indian C. Smith, a descendant of a homesteader on the Fort Clatsop site. Thomas Vaughn, director of the Oregon Historical society. Minerva Burt Brown Barker Historical society

Regatta Queen Shirley McKnight cuts ribbon at Fort Clatsop National Memorial visitor center to climax dedication ceremonies. (Astorian Photo).

[illegible] lined progress in restoration of Fort Clatsop since 1900 when Harvey Scott of the Historical society urged that the Lewis and Clark winter camp site be located.

After the fort site was pinpointed with the aid of descendants of Clatsop pioneers who remembered where it had stood. Historical society members contributed funds to purchase 5 acres of land. Later the site of the said cars near Seaside was also located.

Fort Rebuilt

In 1958 more funds were contributed to purchase land including the springs used by the expedition.

Clatsop county assisted the restoration by working on roads and clearing brush. In 1955 the Astoria Jaycees started work on clearing of the site.

The fort was rebuilt for the Lewis and Clark Sesquicentennial in 1956 as a community project.

Congratulatory messages were read from Gov. Mark Hatfield the Lewis-American Historical society of the west signed by William Seaberg, co-chairman, and Ralph Walter Norblad who had been scheduled to speak but was unable to attend.

Hatfield Sends Message

Hatfield, in a message read by Leon Musser, superintendent of public instruction, who represented the governor at the ceremony, termed Fort Clatsop "a tribute to the Lewis and Clark expedition and to those who united to preserve the site, including the Clatsop Chapter of the Daughters of the American Revolution, the National Park service and numerous other organizations and individuals."

He said the Lewis and Clark expedition left a permanent imprint on US civilization on what had been wilderness.

Charles S. Peterson Fort Clatsop superintendent and master of ceremonies for the dedication introduced many distinguished guests.

They included Harlan C. Smith

Historic Pen

Dugout Canoe on Display at Fort Clatsop

[illegible] Fort Clatsop Photos. [illegible] it for display are (from left) Warren Lee, assistant to Ralph Holmes, curator of the canoe; Vern Becker, Fort Clatsop park maintenance man, Allan Williams and David Smith, grandsons of Wallace, one of whom it was brought by trailer truck from Quinault Indian reservation in Washington. Astorian Photo)

Key Role of Fort Clatsop

1792: (2) the exploration [illegible] Clark in 1805-6 and (3) occupation by [illegible]

The discovery phase of this peaceful American conquest was relatively late. Sir Francis Drake had landed on the Oregon coast more than two centuries before the coming of Gray. It was the exploration and occupation, therefore, that sealed the American claim; and the latter of these—the founding of Astoria—was a direct consequence of the former—the achievement of the two captains.

It must be concluded therefore, that the Lewis and Clark expedition deserves a place second to none in the annals of an important region of the United States. This should be more than enough reason, it seems to us, to clinch congressional approval of the Neuberger bill authorizing establishment of a Fort Clatsop National Memorial under the custodianship of the National Park Service.

Fort Clatsop, the site of the Lewis and Clark winter encampment, is the foremost memorial to an expedition whose significance extended far beyond the borders of the Northwest. Certainly it deserves dignity of care and preservation equal to that provided the Custer battlefield or South Dakota's Badlands, both designated as national monuments. There is also, by the way [illegible] national monument de[illegible] Lewis to mark the place of his [illegible] and burial in Tennessee. Fort Clatsop would appear to be a much more appropriate memorial to the captain's pre[illegible]

[illegible] inserted in the Congressional Record a letter from Dr. Burt Brown B[illegible] the Fort Clatsop measure [illegible] am safe in concluding," wrote Dr. Barker, whose studies in Northwest history have been ex[illegible]

[illegible] and Clark, we would not ha[illegible] to support our claim to settlement following the discovery of Capt. Gray. If we could not, then England would have had not only British Columbia but the territory to the south [illegible]. We gladly preserve victories of war, let us now preserve a peaceful victory, the only one of its kind in American history."

Who in Congress can gainsay that logic? Oregon's centennial year would be an appropriate time for the dedication.

Astoria, Oregon, Friday, August 17, 1962

Former Resident of Fort Clatsop Area Visits Here

Mr. and Mrs. Harlan Smith [illegible] are shown in front of the [illegible] completed visitors' center building at Fort Clatsop Memorial Park during a visit there Friday. Smith lived as a small boy in [illegible] [illegible] Lewis & Clark fort built there by C. F. Peterson Photo

Large Canoe Arrives at Fort Clatsop

Something different in water craft arrived Thursday morning in the boating area an authentic dug out canoe, transported via trailer truck down the highway from the Quoits Indian reservation on Washington's [illegible] ferry across the Columbia river.

Tait Williams full-blooded Quoit Indian, maker of the canoe, brought the dugout to Fort Clatsop National memorial park Thursday, making the first ferry at 7 15 a.m. from the Washington side. He was accompanied by several members of his family and by Warren Lee, whom he is training in the art of canoe building and who assisted Tait in making the one.

The canoe Tait's feet long was acquired by the National Park service for Fort Clatsop. It is not a typical Indian canoe, Williams explained, but one typical of those made and used by white men roughly to feed and calculated to accommodate eight men.

Lewis and Clark and their explorers made five of these canoes at canoe camp near Orofino, Ida., to [illegible] final phase of their exploration 3,687 miles down the Clearwater, Snake and Columbia rivers to Fort Clatsop in 1805.

Williams picked out the big cedar [illegible] required for a dugout in the area on the Quinault [illegible] valley near Queets and with [illegible] assistance of Lee, felled the tree, [illegible] and hauled it [illegible] to the beach.

Burnby Bell, National Parks Business representative at Fort Clatsop, received the canoe upon being cleared from Medler that the big [illegible] was on its way across the river and the Indian escorts and the canoe on this side. It was put in the [illegible] at a spot where it can be viewed from the fort on small engine[illegible] first although Bell had planned [illegible] have it launched from [illegible] and paddled across the [illegible] and Clark river to the [illegible] by members of the [illegible]

Californian Revisits Fort Clatsop Site

Harlan Smith of Santa Cruz, Calif. who as a boy lived at the site of Fort Clatsop and Mrs. Smith were here this week on their way to Alaska for a three weeks vacation trip.

Smith the grandson of Frank an Shaw who had a donation land claim that included the Fort Clatsop site was here in [illegible] report identify quite defi[illegible] and in the house it for the proposed National Memorial Park.

Smith now aged 62 lived at his grandfather's home near the fort from the age of 2 to the age of 10. He recalls that a fort rotted base log of the old fort still lay in place and was pointed out to him by his mother who crossed the plains to Oregon in 1852 remembered that part of the fort was still standing then, and told him of it.

Smith said he was much pleased by the fine work now in progress of establishing a national memorial site at Fort Clatsop.

"The Lewis and Clark expedition was a most significant historic event and truly deserves this commemoration" he said.

Smith said he hopes to return next year to attend dedication ceremonies at Fort Clatsop Memorial Park

Fort Clatsop Memorial Opens As National Park

ASTORIA (Special) — Many state and national officials and scores of [illegible] specialists [illegible] days attended the dedication of the Fort Clatsop National Memorial built on the site of the winter camp of the Lewis and Clark expedition a few miles south of Astoria.

Two of the dignitaries noted that Oregon may be getting another park at the near future. The Oregon Dunes National Seashore.

Sen. Maurine Neuberger, addressing a large audience in the High School auditorium [illegible] of Fort Clatsop, was because of the weather, [illegible] addresses to the park system and described the Oregon seashore as "soon to be [illegible]

Dunes Approval 'Sure'

Later following ribbon cutting ceremonies at the new [illegible] [illegible] [illegible]

THE DAILY ASTORIAN

Monday, July 27, 1964

Morgan Coe, Publisher — Fred Andrus, Editor

Excellent Investment

General agreement exists among people in the Sunset Empire that tourism is going to be an increasingly important part of our economy, and that money invested in promoting it is money well invested.

There is also general agreement that the historic sites in the area are among our best assets for attracting tourists, and that therefore money spent on developing them is money well invested.

The federal government has done a good job of developing a historical site by its Fort Clatsop project. This already is drawing thousands of visitors each summer.

This development, it might be noted, is an outgrowth of a local program to develop the Fort Clatsop site where Lewis and Clark's expedition spent the winter of 1805-06. What we started the U.S. government took over and expanded. Without the original local interest and effort, the quarter million dollar federal development might not have come into being. This was a prime example of well-invested local money and effort.

We have a multitude of historical sites and a couple of fine museums. Most of the historical sites are almost completely undeveloped in a way to attract visitors to stop and see them. The museums are strapped for lack of enough volunteer contributors to provide the support they need.

A proposal has come before the Clatsop county commissioners to levy a tax of not more than a half mill to raise money to maintain museums and historical sites.

The only logical way to provide money for this valuable work is through taxes. Voluntary gifts are too undependable; historical association memberships are too small a source of funds.

A half mill tax levy will be an excellent investment in the economic future of this area. It ought to be approved. If no serious objections are brought up at a pending public hearing, the proposal for this tax will go on the ballot at the November general election. It should go on the ballot, and it deserves voter approval.

1956 Lewis & Clark

Expedition Leader Pays Tribute To Sacajawea Descendant

The Lewis and Clark

TRAVELLER'S REST

Buffet Lounge Car

A new kind of western hospitality aboard the

Vista-Dome

NORTH COAST LIMITED

Lewis-Clark Trip Log Presented To College

Oct. 3 1956

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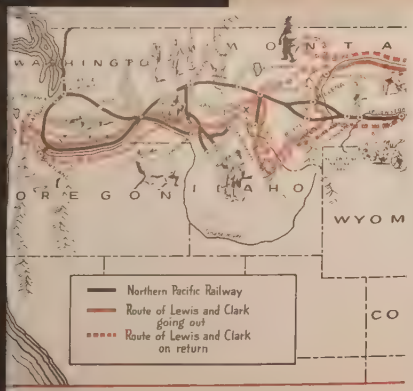
Lead Car of 1956 Lewis-Clark Expedition



TODAY'S TRAVELER on Northern Pacific's Vista-Dome North Coast Limited between Chicago and the Pacific Coast follows a route which closely approximates that of the Lewis and Clark expedition of 1804-1806.

From Bismarck and Mandan on the Missouri river in North Dakota the railway's main line parallels and follows the explorers' trail along the Missouri, Yellowstone, Gallatin and Jefferson rivers. And again the Clark Fork, Snake and Columbia rivers.

Pompey's Pillar on the Yellowstone, the mountain pass between Livingston and Bozeman, pointed out to Captain Clark by Sacajawea and Three Forks, where the two leaders were in doubt as to the proper course to pursue, are among the expedition's historic landmarks visible from the train windows.

From the pages of

NORTHWEST HISTORY

It was the bold, far-sighted statesmanship of President Thomas Jefferson that sent the Lewis and Clark expedition on its way with instructions to ascend the Missouri river to its source and to go on from there to the Pacific Ocean.

The expedition, commanded by Captains Meriwether Lewis and William Clark, left the vicinity of St. Louis on May 14, 1804. Up the old Missouri through Nebraska and South Dakota the men propelled their boats. The first winter was spent at Fort Mandan, built on the east bank of the Missouri north of the present cities of Bismarck and Mandan, North Dakota. Here Sacajawea, the Shoshone Indian girl, joined the party, accompanying her interpreter husband.

The following spring the party of 31 men, accompanied by Sacajawea and her papoose, pushed on to the west. Ahead lay streams, river portages, rugged mountain ranges to cross, and privation. Food became so scarce at one point the men ate horsemeat, bear grease and roots. From the present site of Pasco, Washington, they sailed down the Columbia to its mouth. There in by a small tributary stream, now called Lewis and Clark river, they built "Fort Clatsop" where they spent the second winter.

Splitting up on the return journey, Lewis explored the Maria's river basin to the north and Clark followed the Yellowstone to its junction with the Missouri. The explorers arrived at St. Louis on September 23, 1806 with detailed and reliable information about the vast new region they had conquered. Soon the hunters, trappers and pioneers ventured far out into the land of Lewis and Clark.

But before full development of the area could be realized there had to be reliable transportation. It was not until 64 years after the return of the Corps of Discovery that construction began on the Northern Pacific. Thirteen years later, on September 8, 1883, the line from the Head of the Lakes to Puget Sound had been completed and the Northern Pacific became the first northern transcontinental railroad. Settlement now began in earnest and within six years after the Northern Pacific had completed its line, the entire tier of Northwest territories had gained sufficient population to become states of the Union.

Lewis-Clark Trip Log Presented To College

THE DAILY ASTORIAN

Monday, July 27, 1964

Morgan Cox, Publisher — Fred Andrus, Editor

MEMBER OF AUDIT BUREAU OF CIRCULATIONS

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Greater Clarkston Association

INCORPORATED MARCH, 1960
SERVING CLARKSTON AND ITS TRADE TERRITORY
POST OFFICE BOX 271
LARKSTON, WASHINGTON

TRUSTEE
Judge Thomas G. Jordan

A guide to

TRAVELLER'S REST

Meriwether Lewis

As the Vista-Dome North Coast Limited travels through the territory first explored by Lewis and Clark in 1804-06, its passengers can now experience more fully the relation of the historical expedition to their own journey.

A new, luxurious buffet-lounge car decorated in an authentic Lewis and Clark theme, has been added to the Chicago-North Pacific Coast streamliner on the 150th anniversary of the historic expedition. The unique car is called "Traveller's Rest" a name given by the explorers to a camp site on Lolo creek south of Missoula, Montana, where the expedition rested on the trip west and again on the homeward journey.

While the car's handsome interior is contemporary, designed to fit the needs of modern travel, its atmosphere captures the flavor and romance of the untamed west. Raymond Loewy Associates, who designed Traveller's Rest, have created this feeling through skillful use of color and texture and a factual historical display documenting the Lewis and Clark expedition.

Portraits of Meriwether Lewis and William Clark, mounted on the car's cherry wood side panels, are color reproductions from the original paintings by Charles Wilson Peale which hang in Independence Hall in Philadelphia. Peale sought portraits of the explorers to round out his gallery of distinguished Americans. He particularly wanted Lewis and Clark represented since they had enriched his famous museum and gallery in Philadelphia with collections from their expedition. Lewis sat for his portrait in 1807 and Clark for his in 1810. At the sale of Peale's Gallery in 1854 the Lewis and Clark portraits, along with others, were purchased by the city of Philadelphia and restored to Independence Hall.

Reproductions of actual documents pertaining to the expedition are mounted on the walls of the car. The accurate reproduction process used retains the present day quality of these papers.

Originals of three historic letters, mounted near the service bar, are now in the possession of the Missouri Historical Society in St. Louis. One of these is a letter from A. L. S. H. Dearborn, Secretary of War, to Meriwether Lewis which commissioned William Clark a lieutenant. Both Lewis and Clark were disappointed that Clark did not receive a captain's commission as he had been promised. Actually the two men shared command of the expedition and Clark was called "captain" although the War department never gave him this rank.

William Clark

Another is a letter of instructions for the expedition from President Jefferson to Lewis. Only the first page of the letter, which is one and a quarter pages long, is reproduced. In an earlier confidential message to Congress, Jefferson stated that the purpose of the expedition was to extend the external commerce of the United States.

The third letter reproduced is the only letter of credit ever issued by President Jefferson. It was to be used by Lewis to replenish supplies from ships engaged in the Northwest trade. Since no ships were encountered during the winter of 1805-06 at Fort Clatsop, the letter was never put to use.

Six pages from the Lewis and Clark Journals are mounted at one end of the lounge. Beyond the tremendous physical feat these men accomplished, they recorded in great detail every part of their expedition. Notes and observations were made daily, then written into the Journals when opportunity allowed. These pages are reproduced from the original Lewis and Clark Journals at the American Philosophical Society in Philadelphia.

Lewis-Clark Trip Log Presented To College

Oct 17 1964

A story told behind the scenes of the Lewis and Clark expedition was recently presented to the Lewis and Clark College Library by [illegible] Frederick W. Beineke. New York [illegible] the leather-bound volume, edited by Ernest [illegible], is made of the informal notes kept during the 1803-05 movement of the journey, was compiled from an assortment

President Thomas Jefferson requested that continuous reports of the expedition be forwarded to him in sealed [illegible] boxes, and it has never been learned how this section of [illegible] found its way to the [illegible]

The notes and maps are [illegible] kept as Capt. Clark's [illegible] themselves, [illegible] [illegible] entries.

[illegible] during the long winter at the mouth of the Columbia [illegible]

Scholars have no answer to the mystery of the still missing [illegible] ones.

FORT CLATSOP 1805-06, WINTER QUARTERS OF LEWIS and CLARK EXPEDITION

THE DAILY ASTORIAN

Monday, July 27, 1964

Morgan Cox, Publisher — Fred Andrus, Editor

The Astorian Established July 5, 1873 — The Morning Astorian Established October 1, 1904

United Press International Full Leased Wire

MEMBER OF AUDIT BUREAU OF CIRCULATION

Published every afternoon except Saturday, Sunday and holidays by the Astorian-Budget [illegible]

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Advertising Representatives: HOLSON, ROBERTS & ASSOCIATES. Offices in New York [illegible] Los Angeles, Seattle, Portland, Denver [illegible]

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Greater Clarkston Association

SERVING CLARKSTON AND ITS TRADE TERRITORY

[illegible]

[illegible]

[illegible]

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Greater Clarkston Association

[illegible]

You are [illegible] Clark Sesqui-Centennial Committee, [illegible] concerning our organization and our efforts [illegible]

May we anticipate [illegible]

We hope that each of you will be able to participate in the full Return [illegible] tion and receive the recognition you deserve for your part in the various Nez [illegible] Sesqui-Centennial observances during this 150th anniversary.

We are particularly anxious to receive word from the communities [illegible] the Expedition will pass, which organizations will sponsor our stops [illegible] cost is negligible and a tremendous amount of publicity is given [illegible] and cities as a result of the passage of the Expedition.

[illegible] their city to some [illegible] in this worthwhile effort to remind the American people of the important part Lewis and Clark and Sacajawea had in American history.

HAROLD COE, Secretary
Greater Clarkston Association
Lewis & Clark Return Expedition Leader

Mounted on the end wall of the Traveller's Rest car buffet section is a handsome reproduction of a Harper's Ferry flintlock rifle. [illegible] the [illegible] Albuquerque who [illegible] The explorers were good [illegible] for the expedition's larder. Powder was ingeniously packed in lead canisters, each canister containing enough lead, when melted and cast in bullet molds, to match the powder.

[illegible] expedition drawn by Clark [illegible] was [illegible] It is evidence of the genius [illegible] had for geography. Errors in the map, which appear in the area adjacent to that explored, came through hearsay and from [illegible] given them by the Indians. The original document is in the Western American Collection, Yale University Library, New Haven.

Symbolic of the expedition's success in establishing friendly relations with the Indians [illegible] peace pipe mounted above the service bar in the lounge [illegible] The pipe [illegible] from stone quarried at Pipestone, Minnesota, where Indians have obtained stone to make ceremonial pipes for hundreds of years.

Route Map drawn by Captain Clark

A new kind of western hospitality

Contemporary appointments and modern travel comforts provide a pleasing contrast with the carefully-wrought atmosphere in the Traveller's Restaurant.

Sparkling white formica counter tops accent the snare rustic motif of the hanging light fixture in the buffet section which seats 14 persons on comfortable leather cushioned stools. Inset compartments for purses and packages are located beneath the counter.

Sole Dutch Lunch meals and snacks are served all day from 7 A.M.

Lewis-Clark Trip Log Presented To College

[illegible] compiled from an assortment [illegible] Yale Univers[illegible] President Thomas Jefferson required that continuous re[illegible] sheets of the expedition be for[illegible] warded to him in sealed [illegible] boxes, and it has never been learned how this section of the notes found its way to the [illegible] Library. [illegible] he notes and maps are re[illegible] the mystery of the still missing notes.

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Greater Clarkston Association

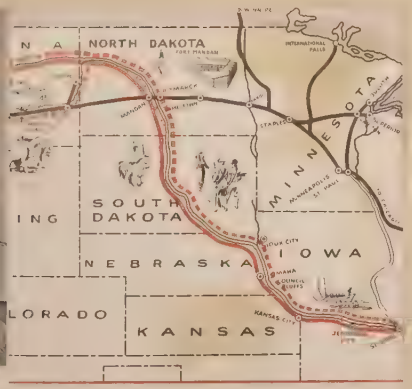
INCORPORATED MARCH 1960
SERVING CLARKSTON AND ITS TRADE TERRITORY
POST OFFICE BOX 221
CLARKSTON WASHINGTON

This letter is sent you, with its enclosures so that you and all other members of the Congress of the United States may be fully informed concerning the plans for the 1806 Lewis and Clark Return Expedition.

You are invited to write to [redacted] Clark Sesqui-Centennial Committe[redacted] concerning our [redacted]

We hope that each of you will be able to participate in the full Return Expedition and receive the recognition you deserve for your part in the various Northwest Sesqui-Centennial observances during this 150th anniversary.

We are particularly anxious to receive word from [redacted] the Expedition will pass, which organizations will [redacted] cost - negligible and a tremendous amount of publicity is given [redacted]



AN ATTRACTIVE color scheme gives the Traveller's Rest lounge section a feeling of luxury and restfulness.

Colors of warm sienna and ochre highlighted by aqua, blend with natural cherry planking to form a tone of natural surroundings. Touches of gaiety are added by a colorful custom woven Indian rug and the attractive murals Lewis and Clark documents on the walls lend dignity.

Mounted on brass letters on the side of the service bar at one end of the lounge is this phrase from the entry of September 9, 1805 in the Journals of Lewis and Clark . . . We called it Traveller's Rest.

Comfortable sofas and chairs, upholstered in aqua, antique white and burnt sienna, seat 30 persons. Music is provided by radio and also by the train's high fidelity sound system. Beverage service, magazines, tables for cards make the lounge an ideal place for relaxation, reading, congenial conversation and good fellowship.

THE LAST 150 years have seen the settlement, agricultural and industrial development of the vast counties Lewis and Clark gave to the nation.

As the explorers traversed almost the entire width of the Williston Basin, the principal resources they noted were buffalo and the corn beans and squash raised by the Indians. Today newly discovered oil reserves, the stage for changing economic patterns. As the oil industry expands there occurs also growth in related fields: transportation, supply manufacturing and service industries.

Along the rivers of the Northwest new dams are being erected to provide irrigation for huge areas of land with a promise of long term benefits for the future.

Lewis-Clark Trip Log Presented To College

A [illegible] log, [illegible] of the Lewis and Clark [illegible] recently presented to [illegible] Lewis and [illegible] Congressional Library by [illegible] New York [illegible] The leather-bound volume [illegible] filling in many of the [illegible] The [illegible] tion says during the 1803-0[illegible] of the journey, was account [illegible] compiled from an assortment [illegible] President Thomas Jefferson [illegible] the mystery of the still missing notes.

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Greater Clarkston Association

CLARKSTON, WASHINGTON
SERVING CLARKSTON AND ITS TRADE TERRITORY

This letter is sent you with its enclosures so that you and all other members of the Congress of the United States may be fully informed concerning the plans for the 1956 Lewis and Clark Return Expedition.

You are invited to write to Charles D. Foster, Northwest Chairman, Lewis & Clark Sesquicentennial Commission, State Historical Bldg., Tacoma, Wash., concerning our organization and our efforts to secure adequate recognition for the Lewis and Clark Expedition and its importance not only to northwest history but to the history of [illegible].

May we anticipate your cooperation in the coordination of plans of the communities in your state with the 1956 Lewis and Clark Return Expedition as it journeys from Ft. Clatsop near Astoria, Oregon, to Wood River near St. Louis, Missouri, to meet the representative of the President and Northwest Congressmen.

We hope that each of you will be able to participate in the full Return Expedition and receive the recognition you deserve for your part in the various Northwest Sesqui-Centennial observances during the 150th anni[versary].

We are particularly anxious to receive word from the communities through which the Expedition will pass, which organizations will sponsor our stops. The actual [expense] is negligible and a tremendous amount of publicity is given the communities as a result of the passage of the Expedition.

Many cities are furnishing the expenses for a car carrying banners publicizing their city to some resident so that that city might receive full recognition for its part in this worthwhile effort to remind the American people of the important part Lewis and Clark and Sacajawea [illegible] in American history.

HAROLD COE, Secretary
Greater Clarkston Association
[illegible] Lewis & Clark [illegible] Expedition Leader

NORTHERN PACIFIC RAILWAY

Route of the Vista-Dome

NORTH COAST LIMITED

Lewis-Clark Trip Log Presented To College

Ft. Astoria Becomes National Historical Landmark

Vaughn Says Tourism Aid To Economy

The great economic value of the tourist industry was emphasized by Thomas Vaughn, Portland, director of the Oregon Historical society, guest speaker Friday at formalization of the Fort Astoria site and Exchange, as a national

A bronze plaque officially designating the site was unveiled and dedicated at ceremonies Friday at the Clatsop National Memorial park inside the official presentation to Mayor Harry Steinbock on behalf of National Park Service

Vaughn said, "Tourist and historical sites such as planned in Astoria are creating one of the biggest industries. Vaughn declared the Lewis and Clark expedition preceding the Astorian settlement.

"Towns where tourists stop over night obtain the equivalent of a large industrial payroll therefrom," Vaughn said.

"This is one of the ideal areas to benefit from this kind of traffic," he added.

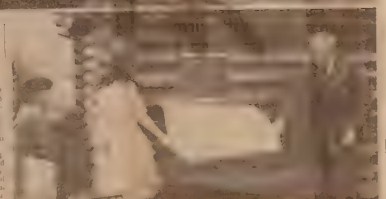
Reputation Noted

Vaughn noted that Astoria has an unusual reputation for its history.

"You must do more pre-planning with a view to bringing tourists also on the Astoria bridge," he said.

Vaughn reported that the Oregon Historical Society is planning a boat trip to bring 100 people down the Columbia river for the August 22 dedication of Fort Clatsop Memorial Park. He said the society hopes to make this river trip to Astoria an annual event.

Judge Ronald James, community servant of the Columbia River Maritime museum, which he called a worthy historical background to economic benefit.



the ship Tonquin in 1811. Below, Miss Astoria Katrina Nash and Supt. L. Peterson of Fort Clatsop unveil the plaque presented by the National Park Service to the city of Astoria.

Summer Hours For Historical Museum Slated

The Clatsop County Historical museum on 8th between Duane and Exchange will be observing summer tour starting tonight, opening at 10 a.m. and closing at 5 p.m. seven days a week, according to Capt. Jack Delmonte president of the Clatsop County Historical society, guardians of the museum.

This summer visitors will see the painting of two rooms of the towering Victorian home of the late Capt. George Flavel which houses the museum of early Astoriana and other items.

The front and north side porches of the building.

A replica of a pioneer kitchen will be set up in the basement of the museum which has been cleaned and a new lighting system installed. This area will also display, along with housewares of an early day, fishing equipment and other items too large for display in the upper floors.

Grandson of Clatsop Indian Chief Tells of Early Days on Columbia

It was the voice of [illegible] who was born in the Clatsop [illegible] Indians speaking [illegible] in deep resonant tones [illegible] and the little grandson of a [illegible] Historical society Bell [illegible] Tuesday night of [illegible] the great river of the [illegible]

The first-hand flashbacks [illegible] Flavel at Skipanon near Warrenton early days was presented [illegible] to members of the society in a [illegible] page recording, on which Burnaby Bell corresponding secretary of the society interviewed Tim [illegible] Driscoll grandson of Chief [illegible] tum last of the Clatsop Indian chiefs.

Although his grandfather was [illegible] Driscoll, who was born in Astoria [illegible] son of a New Englander who [illegible] married the daughter of Chief [illegible] Tonatum. There were seven chil-

[illegible] canning one of [illegible] in this area. Recollections of [illegible] of the fish boat racers on the river, in which the boats he had built were easy victors over other contestants proved amusing to his listeners who [illegible] recognized a note of pride in the voice of the story-teller. In 1900 Driscoll moved to Astoria where he continued to build boats. Boat has been moving [illegible] boat-building operations [illegible] ware and later becoming a seiner [illegible] sailing the life in [illegible] ships in the area until he [illegible] with a few years [illegible] troubles with his nerves [illegible] Ilwaco in [illegible] he later recorded until [illegible] played back at Wednesday's meeting by James Thorson, superintendent of Fort Clatsop National Memorial, conducted by Bell. That [illegible] memory of those early times of the river is still keen was evident in his quick response to the questions of his interviewer, and the voice of the 86-year-old over the recording was [illegible] and strong.

[illegible] court listing [illegible] the mountenance of [illegible] cal museum building and the grounds for the fiscal year. This [illegible] the river is still keen was evident in his quick response to the [illegible] requisite for the $5000 in matching funds, already approved by the voters to be shared by both local [illegible]

A copy of this letter was [illegible] sent to the Oregon Historical society, Bell stated.

The new winter schedule [illegible] the museum was announced it will be open daily from 10 a.m. [illegible] p.m. with the exception [illegible] Mondays, when it will [illegible] ed as well as on Thanksgiving, Christmas and New Year's Day. From October 1 until May [illegible] when the summer schedule will [illegible] be announced.

[illegible] ed and under glass showing [illegible] members of the Oregon Pioneers society in convention in Portland in 1903 was presented to the society by Lee Wooden of Jewell. The Pioneer society was forerunner of the present His[illegible]

[illegible] museum, where it will be displayed.

Russian Attaches Tour Ft. Clatsop

Russian military attaches Nikoly Spassky and Vladimir Gallich flew from Astoria to Portland Thursday night after visiting Fort Clatsop memorial with Superintendent Burnaby Bell (right). The two also visited points of interest in Clatsop county, carefully avoiding newsmen and refusing interviews and photos. They were to visit The Dalles, Cascade Locks and Bonneville Dam today and then fly to San Francisco.

Scouts Clean Up City Park

Members of Cub Pack [illegible] Boy Scouts and their [illegible] Astoria parents spent the afternoon cleaning and burning brush from the roadside in Shively city park, as shown here.

Following the cleanup project Scouts and friends participated in a hobo stew dinner and campfire in the city park.

Lightship 88 Moves to Berth at 17th Street Dock

Lightship 88 the red fisher has moved from the Port of Astoria dock to its permanent home at the new 17th street dock Thursday morning manned by a crew of Columbia River Maritime Museum members and pushed by the Knappton Towboat company's tug Irene. The lightship will share the dock with the cutter Ingona at left.

Tim Driscoll, Clatsop Chief's Grandson, Dies

Tim L. Driscoll, pioneer boat builder on the lower Columbia, died March 8 at his home in Ilwaco at the age of 86.

Born in Astoria April 26, 1880, Driscoll lived here during his boyhood, when he began building boats at his father's boatyard at Driscoll slough near Wauna. He then built his own boat yard at Scow Bay, Astoria, where he built many gillnet boats so designed for speed they were prize winners in gillnet boat races on the Columbia. Some of these boats are [illegible]

century cut [1831 1835] Hudson's Bay willow were obtained rom Bay Center Indians by her late mother-in-law Mrs. Molly Lyniff

Mrs. Lyniff holds Wedgwood plaque believed to have been presented to eldest daughter of Chief Concomolly by Captain Robert Grey in 1792.

Wedgwood Pla[que] May Be Historic Capt. Gray Gift [to] Chief's Daughter

By Gordon Quarnstrom

T[he] ... when I say first en[counter] ... Price 140 years —and long sought by students of Northwest history has been found, is the belief of L. R. Williams, teacher-historian of Ken[t], Wash.

Williams says his 35-year search for the fine piece of Wedgwood ware ended recently when he found it in the possession of Mrs. Frank Lyniff of Long Beach, Wash.

"I am certain," Williams tells his friends, "that I have found the treasure that I and other students of Northwest history have sought for so many years."

Williams, author of "Chinook by the Sea" and "Our Pacific County," in addition to numerous short articles and historical sketches, and considered an

Frank Lyniff obtained the plaque from her mother-in-law, the late Molly Lyniff, who was a friend of the Bay Center Indians." Williams says "Molly Lyniff gathered a wonderful collection of Hudson's Bay willow-ware and numerous other historical objects from the Indians, and I am convinced this Wedgwood piece came from them and that it has been handed down since then from generation to generation."

The plaque is about 10 inches in diameter, gray; with raised figures of a dancing boy and a whitewind girl playing a stringed instrument.

Captain Gray entered the Columbia river May 11, 1792. He was met at Chinookville by the one-eyed Concomolly.

Williams presents that th[e] ter's life was not a happ[y] married Duncan McDougal, Scot associated with the Pa[cific] soon tired of her and deserted her. She then became the wife of Ki[ng] head of the Chinook tribe, [who] murdered in 1836 [after] hand or some of his relati[ves] as a victim of sacrifice after the death [of] ...

What happened to the [Wedgwood] gift [is] ...

The ASTORIA FIRE Of 1922

By

Ted Stokes

Oct. 12th. 1970
Penny Packer

Fire racing across the business district of Astoria was least in the thought of Police Sergeant Doc Holder as he came off duty at 12:03 a.m. It was Dec. 8, 1922.

It was cold and dark over Astoria. Desk officer Holder filled out the time book and checked the docket. December 7 had been a quiet period. There were no arrests, there was not even a complaint from Astor street, where the "dainties in the dives" were in harvest, selling their wares and "rolling the loggers."

Chief of Police Lurb Carlson, after a visit to the station, and an inspection around town, had gone home hours before.

Astoria was built on pilings. Astoria, built recklessly in the booming '70s and '80s, was a sprawling mass of wharfs, warehouses, wood-frame structures and flimsy flophouses. All were fire threats which Fire Chief C.E. Foster had inherited. Foster had been a fire fighter all his life. He had seen Astoria burn in July, 1883, and then rise again as fire-hazardous as before.

The minutes ticked by and Sergeant Holder stopped to talk awhile with his relief man. Now there was a light, colder wind from the east and the temperature dropped to 36 degrees. A slight rain drizzled the empty streets. Christmas was not many days away.

2:15 a.m. . Suddenly fire alarms rang at all stations' 'phones rang in the homes of the chief and volunteers.

The alarm came from a policeman at 12th and Commercial (Fire Box 58). The location was the very heart of the Astoria that stood on wood stilts. All equipment answered the call, Chief Foster caught the new fire pumper on the fly as it roared down Commercial street. Smoke was blocking out Christmas displays in front of the Beehive Department store, this store stood, riverside, in the middle of the block between 11th and 12th on Commercial.

An observer at the time said that two restaurants on either side of the Beehive store were belching fire while the store displayed no sign of fire.

2:20 a.m. : The quartermaster on watch aboard the light-house tender, Manzanita, at 10th street, called his skipper: "Fire broke out in the heart of the town, sir!" Capt. A.A. Wedeer ordered his ship to prepare for immediate assistance. Her hoses aimed, the water fell two blocks short.

The fire spread into the surrounding stores as the firemen poured water on the two restaurants. Flames flushed over the walls and through the floors. There was a sound of shelves crashing. Few firemen, Wayne Ostenly and Joe Shamberger ran their hose to the smoke and flame, to the middle of the block.

The telephone switchboard in town was aglow with colored lights flashing. The lone operator, Mrs. Eva Hansen, was plugging and pulling out cords.

"Astoria is on fire!" she repeated again and again. Tugboat, ship and property owners were calling crews and workers. Phone lines were going dead.

2:40 a.m. The water main at 11th and Commercial burst. The fire was reported out of control. Blocks away merchants, by truck or other means, were carting merchandise away from the advancing flames. Thugs were reported coming to Astoria.

A nearby hardware store felt the flames and started to give off explosions. The fire had reached the shot gun and ammunition shelves. Farther up the street a man was trying to put out a flame with a half-inch garden hose.

3 a.m. . A frenzied crowd of property owners and other people stormed round Fire Chief Foster. They all had the same order. They demanded that the chief blast fire breaks. Loggers had told them that this would save their buildings and houses.

Said the chief "I'm a fire chief not a dynamiter!" Smoke swirled around him. His words did not phase them. Dynamiters got stumping powder from the county powder house and from a logging outfit and went to work. Hotels, business houses and warehouses exploded and flattened to the earth.

One fire crew was so active that they did not see danger until it was almost too late to retreat, the fire had broken out three blocks back of them. The fire had crept under the street.

Garage owner Sherman Lovell on Exchange street ran off a dynamite crew that wanted to blow up his concrete and cement garage. However, the Wesche home near 9th street was blown skyward. Blasting near St. Mary's hospital was said to have saved this structure. The patients here were moved to Astoria High school atop 16th street.

5:30 a.m. Call for aid from Portland was asked. A special train with equipment and fire fighters arrived at 10:15 a.m.

Eleven hours after the fire started the firemen and others had the holocaust under control. The fire destroyed the entire downtown area. It was the worst such calamity of its kind so far in the Northwest. Destroyed were over 24 city blocks with an estimated loss of about $24 million. Over 2, 000 were homeless.

Fire chief Foster was quoted as saying that the calamity was laid to five bugs. Three men died (direct or indirect from the fire) Norris Staples, president of the Bank of Commerce, dropped dead pushing a car. Jack Cornelisen, seaman, blinded by smoke and fell into the river and drowned, a third man, unnamed, hanged himself.

Relief agencies sent in immediate help. Centers were set up: Astoria Red Cross, Salvation Army and Y.M.C.A. were active. Long lines of hungry persons waited in front of the 'Y' and were fed sandwiches and take-home food.

Almost immediately a committee was formed to rebuild the city. At an early meeting of this group, the chairman exclaimed

"Is everybody happy?'

From the large group came the reply "Yeah-ho!"

"Is anyone unhappy?"

"Hell No!"

That was the spirit that kicked off the ground work to a new Astoria.

As stated, the streets in those days were wooden viaducts, raised on piling above the mudflats on which the business district was constructed. These hollow and windy tunnels served as ducts to lead the fire roaring through the entire downtown area. Almost all the pilings were treated with creosote, which had no resistance to fire.

Visitors and others in Astoria may visit the city park in town and see the marble entrance to the old Weinhart hotel, relic of the fire of 1922.

By 1924, rebuilding of the area was virtually complete, giving Astoria the modern and fireproof district of today. Streets and sidewalks were constructed of concrete. Utility service lines ran through fireproof tunnels.

In 1970, a few empty business blocks, mostly parking areas, give mute evidence of the fire of 1922. From all of this Old Astoria, a New Astoria rose to prove that it could be done.

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Local Historians Up In Arms On Plan To Bury Concomly Skull

By PHILIPP'S SEABROOK
Staff Writer

[ing off the Indians in this local]ity Dr. Gardner however, died [and] in the Hawaiian islands, but the [skull] skull continued on its tour as he [exhibited] where it had re[mained] and the local historical so[ciety] at its release [from the County Coroner's office].

[The] ... [a] ... [the] ... [the] ... [the

That Was The Weekend That Was . . . Celebration Colorful

...n Queen Margie Hubin and her princesses had a hand- some float to ride on during the parade.

Astoria Regatta royalty was on hand to watch bridge dedication ceremonies Sunday. In front row of temporary stands fronting Marine Drive are, from left, chaperone Mrs Gene Nadeau, princesses Jackie Singleton, Lisa Rawlo, Queen Margie Hubin, Princesses Aide ... Admiral Don Newhouse Aide Morgan Coe, Regatta Chairman Evar Kampula. Seated behind is junior Regatta court.

Many parade floats Saturday had bridge themes, like this prize winner from Bumble Bee Seafoods.

The ferry M. R. Chessman carried 6048 passengers on eight round trips across the Columbia Saturday. Here are some who made these final crossings on the vessel.

Astoria Lions fed 1600 pounds of salmon to an estimated 2,000 or more people Saturday at Fourth fair grounds. Here are smoke-covered cooks busy barbecuing the fish over open fires. "We had three lines of people going steadily for two hours," one Lion reported. "It was one of the best salmon barbecues we have ever served."

Astoria's German visitors were among notable Regatta and bridge dedication guests, participating fully in the activities. Mayor Harry Steinbock, left, and Burgermeister Wilhelm Willinger rode in the parade in an open car.

Queen Margie Hubin gave the victor's kiss Sunday morning to Parky Nall, Portland, driver of the boat Scamp IV which won the marathon race from Portland. The boat made the run in an hour and a half. At left is Admiral Don Newhouse.

...tion was host again to ... guests during ... ends brought hundreds of Regatta visitors ... Scottish bagpipers were among those on hand to greet passengers pouring off ... boats.

Drizzly rain Friday failed to discourage youngsters marching in the annual Kiwanis children's parade. Here a youngster drags a ferry boat wagon through the drip.

Religious music was a feature of Saturday's parade, Nazarene church groups, holding a conference last week, had this musical float in the line of march.

Astorian 7-28-64

RODERICK SPRAGUE, Washington State University archaeologist, carefully removes layers of corrosion from a Lewis and Clark medallion unearthed from an Indian burial site near the mouth of the Palouse River in southeastern Washington. The medal is the sixth recovered of 24 medals presented to Eastern Washington Indians by the explorers. (AP Wirephoto)

Grave Yields Old Medal

By JERRY GROSO

STARBUCK, Wash. (AP) — A rare piece of early Pacific Northwest history — one of the two dozen Peace and Friendship Medallions distributed by the explorers Lewis and Clark — has been found at an Indian burial ground near the mouth of the Palouse River in Southeast Washington.

It is thought to be the sixth recovered since they were presented to friendly Indians [illegible] years ago.

A Washington State University archeology team found the relic while rescuing the Starbuck area from the waters rising in the reservoir behind Monumental Dam.

The remains will be moved to higher ground overlooking the reservoir and an appropriate marker put in place.

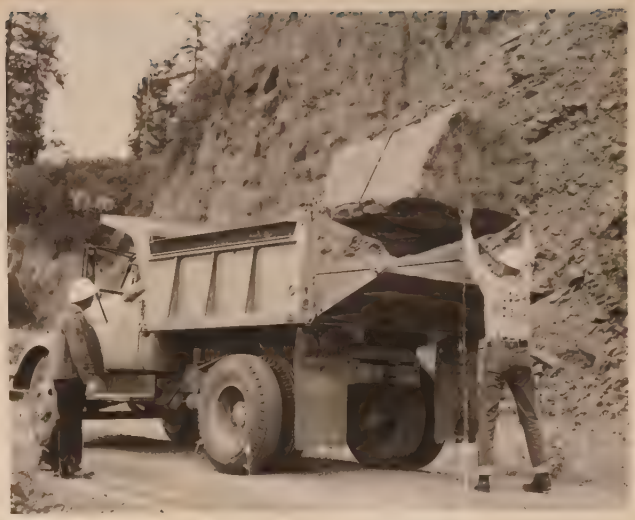
Canoe Found

Field crew chief Roderick Sprague, excavator John Shockburn and the director Dr. Richard Daugherty, were excavating a canoe grave. A skeleton when three leather pouches were found. One contained the medallion.

It bears the likeness of Thomas Jefferson, who, as President, sent Lewis and Clark to explore the Louisiana Purchase to the Pacific Ocean.

Present at the discovery, along with the writer, was Vinning Stanley Smith, son of WSU Librarian Donald Smith and a descendant of William Clark, co-leader of the expedition.

The medallion has been placed in a vault in the archives at Washington State University.



Daily Astorian May 8-1967

Oldest Building Being Razed for Parking Area

Oldest building in Astoria is being razed to make room for parking area at 8th and Duane. Present appearance of building, now in badly deteriorated condition, is seen at top. Below is an 1854 photo of the house at its original site near 10th and Exchange. It was built in 1832 by Capt. J. G. Hustler, pioneer shipbuilding [illegible] here done, as photos [illegible]

Occident Hotel Pacific Showplace

PACIFIC SHOWPLACE—Gay Nineties splendor was featured in the Occident Hotel, located on Astoria's Commercial street. This 1887 picture shows the ornate decorations that adorned the building which housed on its lower floor a saloon, barber shop, steam bath and other offices. Identifiable on the balcony is E. A. Bennett, night clerk, who is on the left. In the balcony doorway is Samuel G. McKean Jr., wearing a Civil War Union army cap. In front of the building is Charles Wright, owner of the hotel, and he is leaning on the post at the right front corner. Second from the right is Frank M. Keane and fartherest right, carrying the newspaper is Dr. C. B. [illegible]

Concomly Descendant Favors Keeping Skull In Museum Here

Vandals would chop the [illegible] tone and Concomly's skull be precipitate were placed up on the hill [illegible] museum."

This was the opinion expressed Thursday by J. Grant Elliott, oldest living descendant of Concomly and chairman of the Chinook Tribal council at Skamokawa, Wash. Elliott, a great great grandson of the famous chief, made the statement in a phone conversation with Virginia Jensen of Astoria [illegible] Mrs. Jensen is doing research for a projected biography of Concomly and had previously interviewed the Elliotts.

Elliott is deaf and cannot speak over the phone so his opinions were relayed to Mrs. Jensen [illegible] by at the skull on grounds that it is of Dr. [illegible] seems to be too small to conform [illegible] the "one foot rule" [illegible] on top where was that of Concomly, but [illegible] of the head measurement his [illegible] grandmother had determined. The [illegible] Dr. Gairdner died in Hawaii. The Indians believed Concomly's spirit [illegible] lived here although Dr. Gairdner was already ill with consumption when he ever exerted himself to [illegible] the grave. The chief's head and Dr. Gairdner's letter apparently reached England.

The Indians had secreted the body to prevent the skull's being [illegible] as a phrenological prize. An oral legend also recollected by [illegible]

Old Photo Shows Youngs River Pulp Mill

This old photograph, supplied by Crown-Zellerbach corporation, shows the Youngs River Pulp company paper mill on Youngs River, just below the falls. Started more than a century ago, it was the first such plant in the Northwest and supplied pulp to a paper mill in Stockton, Calif., for several years. Last year the forgotten ruins of the mill were found by Crown-Zellerbach.

Maritime Museum Auxiliary Is Steered Ahead

Astoria Budget Jan 24-64

[illegible] cannot be [illegible] was the challenge Mr. [illegible] dent [illegible] to [illegible] River Museum [illegible] this [illegible] seven [illegible] organization.

The [illegible] of the organization was [illegible] by the increased number of [illegible] tendance and the [illegible] that there were already [illegible] memberships [illegible] is expected to [illegible] before [illegible] memberships, which [illegible] the meeting February 24.

Mrs. [illegible] Tooman prepared charts which explained the set up of the [illegible] Members [illegible] Mrs. [illegible] enthusiasm of the [illegible] committee chairmen [illegible] to provide relief attendants to aid in receiving museum guests and conducting groups who may wish to tour the museum.

It is planned to use a few minutes of each meeting for the presentation of [illegible] [illegible] [illegible]

Mr. and Mrs. Russell Snyder (right) curators of the Clatsop County Historical Museum, show newly installed outdoor lighting system to visitors, Mrs. Robert Hoffer points out the fixture in her daughter Sarah, 6, while daughter Janet, 10, and her husband look on. Tourists from Santa Rosa, Calif., Mr. Hoffer and the girls were especially interested in seeing Clatsop county as they are the granddaughter and great granddaughters of the Rev. William S. Short former rector of Grace Episcopal church here. Mrs. Hoffer was intrigued by the museum where she encountered names and pictures of things she heard at a child. (Photo by Daily Astorian)

Retired City Light Fixtures Installed on Museum Grounds

Members of the Clatsop county Historical Society recently gave of his personal time to finishing installing an outdoor lighting system at their museum located in the old Flavel House.

Prevention of possible vandalism and theft was a primary reason for installation of the ornamental lighting. The society also felt that the addition of such appropriate fixtures from the old city lighting system would add to the atmosphere of the museum grounds.

The Historical society was able to complete the lighting project with a minimum of expense. Materials including paint, hardware and electrical supplies were donated or sold at discounted prices. The four street fixtures which originally cost $200 apiece were donated by the city. Many hours of labor were supplied at no cost.

"I have never participated in any civic project in which a number of volunteers have been more cooperative and eager to work toward completion," said Homer Tunks and Larry Snyder superintendent of public works, who directed the department of public works to perform their work in connection with installation.

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Old Flavel House Reveals All; County's Past Put On Display

By SARA WICHMAN

Ed note: A special committee appointed by Mayor Harry Steinbock is considering how best to use $100,000 given to Astoria recently by Lord John Astor, Baron of Hever. The committee presently is considering requests by the Clatsop County Historical Society, the Maritime Museum, Astoria public library and the County Memorial committee.

This is the first of a series about these facilities. The committee also welcomes other suggestions from any organized group for use of the money.

History is dull? Not at Flavel House the old mansion converted by the Clatsop County Historical Society into a museum and filled with rooms of history.

Visitors can wander through the two-story house at their own pace from 10 a.m. to 5 p.m. daily. In the Indian room, sometimes called the Frontier room, they can see relics of Clatsop county's pioneer days. The Chinese room telling of this region's Chinese influence includes a Chinese altar. Three bedrooms have been restored with colonial furniture.

Everything from a hand-carved crystal chandlier donated by the Daughters of American Revolution in the dining room to horsehair cain be seen at the museum which is 12 years old.

Flavel House was built in Astoria for $25,000 in 1883 by Captain George Flavel, a pioneer Columbia river bar pilot and business leader. Capt Flavel's great granddaughter, Patricia Jean Flavel Geeded the square city block with house and carriage house to the county in 1951 the county turned it over to the historical society which has restored and refurnished it.

The society has only one source of revenue to maintain the mansion. Donations of 25c for adults and 10c for children which are collected at the door.

"This money pays for the heat and lights," Mrs. Esther Snider, curator of the museum, said. "It costs about $1,400 a year to buy the bills.

"If we don't receive this money in the summer, we don't make it."

All of the thousands of items at the museum are donated. Mrs. Miller, Miss Stangland and Betty Morrison, society members donate Thursday afternoons to make signs placed on every item telling of its history. They also catalog artifacts, only recently they discovered a newspaper published at the time Lincoln was assassinated.

All work is done by volunteers, inside and outside of the mansion.

The house itself is filled with history. Glistening hand polished Philippine mahogany doors and woodwork give a soft glow to the mansion. The house has six fireplaces, all with imported tile from different countries and hand-carved rosewood, mahogany, walnut and maple mantels in varied patterns of Victorian style.

Colorful bouquets of fresh flowers placed about by Mrs. Snider add charm to the museum.

If Flavel House received the $100,000 it would go to paint the buildings and repair the roof, historical president Capt J. F. DeSassie said.

But historical society members have voted to support one of the Astor money for building a public library, provided it contains an Astorian collection.

Although the museum that was this year described as "unequaled anywhere in the world" by a daughter of the former duchess and duke of Holland, and highly proclaimed by Jerry Rockefeller of the Rockefeller Foundation—needs money society members are willing to wait.

The Women's Page

SOCIAL & CLUB NEWS

PHILIPPA SEABROOK

Victorian Arts Festival to Furnish Picturesque Conclusion to Regatta

A Victorian Arts fea, the lake at which this historic area has not witnessed since days of long ago will grace the end of this year's Regatta, which is themed to a passing era.

The event will be held Sunday from 1-5 p.m. at the Clatsop County Historical museum on the old Flavel mansion on 8th between Duane and Exchange and is open to the ...lic with the promise of ...ing from Portland and other northwest communities.

Although the spacious high ceilinged rooms of the old mansion lend themselves well to crowds the sprawling lawns and English gardens will also be put in use for the anticipated hundreds attending. In fact some form of "art" will be taking place in almost every nook and cranny of the stately Victorian estate.

In the music room of the mansion, the Friday Musical club will present a continuous program of music themed to the age. Because the fine old grand pianos and quaint harpsichord and organ are attractions to visitors "internal" problems caused by long years of disuse have made them impractical for the members of the Musical club so a piano and organ are been furnished for the occasion by Korten's at Poole's Music store and being transported to the museum by City Transfer and Storage company. Throughout the parlors downstairs and bedrooms upstairs members of the Historical society in Victorian dress will mingle with the crowd to answer questions about the exhibits portraying history of the community.

A large dining room under the massive chandelier of crystal prisms, the tea table, will be set with heirloom linens and antique china provided by Mrs. Ira Miller, secretary of the society. Beside platters of home-made cookies from members of the society fruitcake from a great grandmother's recipe will be supplied by the Super Valu bakery and an early American raised cinnamon bread from Rhodes Bake N' Serve and butter and cream from the local dairy and various other Astorian sources. Flowers grown by Russell Snyder grounds curator of the museum, arranged by Mrs. Snider museum curator will grace every room.

Besides those who will be on hand to supply interesting data on the historical background of the home and the area Miss Mary Louise Flavel here from New York spending the summer with her mother Mrs. Henry Flavel, will be in Victorian dress in a dress worn by her great grandmother wife of Capt. George Flavel first Columbia river bar pilot who were the first occupants of the fine old mansion.

The yards surrounding the home will offer their share of interest throughout the afternoon, with garden furniture for the comfort of the guests supplied by Greenbergs Furniture and Larson's Surroundings. On the wide south lawns below their Carriage Loft gallery Pacific Art ...ld will have a "clothes line" art display with several artists working at easels recording on canvas the color and scope of the festival itself according to Mehdeh Foster president of the guild. On the Duane street or north lawn several members of the Job Corps at Tongue Point will set up displays of their work including woodworking painting and sculpting. After the tea hours the boys will assist in clearing the grounds and removing extra accessories this as their own suggestion for their bit to community service.

Meanwhile, a program will be going on with dancers from the Jeanne Maddox school.

Among dancers to perform will be Mechelle Kennedy a graduate of the State university of Oregon who will teach English at the junior high school this fall. She will present a modern interpretive dance as accompanied on the piano by her husband Dean Kennedy. Mrs. Kennedy will also be on the teaching staff of the Jeanne Maddox dancing school this winter.

Pupils to perform will be Michelle Radtke daughter of Mr. and Mrs. R. J. Radtke who will dance "The Swan" a ballet number by Jolene Sutte daughter of the Gordon Sutters who will dance to the old English melody Greensleeves. Lou Frances daughter of Mr. and Mrs. Ed Frances Jr. who will present an interpretive ballet to the music of "Exodus" and tore Carol Mestrich daughter of the Chris Mestrichs who will dance the role of The Tartar Boy.

A special guest will be Starla Stuller former Astorian student of the Maddox school now a member of the Portland Civic Theater, where she has played a leading role in Gypsy and is now one of the leads of "Suspect" the current play. Miss Stuller will give dramatic readings in the gardens of the museum grounds.

Also adding their bit to the program will be Ben Shafe with some of his comic pantomimes and Arvel Talbot, George Ostrom and Leigh Jordan with displays of oil and water color paintings charcoal and pen and ink sketches.

Interest will extend even beyond the confines of the grounds, with the block ringed by a group of antique cars several local ones and others to come down from Portland with James Leahy a member of the Astoria Leahy family who pioneered in the Olney area, and who is president of the Portland Rambler Car association, leading the cars an Abel Olson will be in charge of parking the antique cars which also plan to meet the special train from Portland which will stop in Astoria so passengers may attend the tea.

The 10 organizations sponsoring the tea which will be a benefit for the museum are the Knights of Pythias Pythian Sisters Eagles auxiliary Theta Rho Girls of Warrenton Nile grange Degree of Honor Pythian Musical club Pacific Art guild Tongue Point Job Corps and the Historical society.

Adelaide Sather is general chairman assisted by Mrs. Charles Stangland Betty Morrison and Mrs. Ira Miller who have been working for the past several weeks on committees from the other sponsoring groups toward the success of this first of a planned series of such cultural events conforming to the Arts and Festivals which have already met with amazing success in other cities in the

The Oregonian

HOSTESS HOUSE

PORTLAND, OREGON, SATURDAY, AUGUST 29, 19..

Museum Fete Planned

A Victorian Arts Festival and silver tea the public invited to attend will be held Sunday, Aug. 29 from 1 to 5 p.m. at the Clatsop County Historical Museum, 8th and Duane Sts., Astoria.

Donations at the event being sponsored by 10 Astoria organizations, will be used to paint the museum.

Antique cars coming from Warrenton, Seaside, Portland Astoria and other towns in Oregon will be parked outside the museum, originally a home built by Capt George Flavel, which is surrounded by gardens.

Festival events to be held in the garden include ballet and modern dance performances directed by Jeanne Maddox, an exhibit on of 300 paintings by members of Pacific Art Guild, pantomime with Victorian music by a couple in Victorian costume, a "clothes line" sale of budget priced art works folk dancing by children, and an art exhibition by students at the Tongue Point Job Corps Center.

Refreshment Due

Inside the museum where ... salmon bread, fruit cake made from a 19th Century recipe, homemade cookies, tea and coffee will be served in the dining room. Visitors will find many exhibits, including the Crepin from the Peter Iredale wr...

Victorian music will be...al activities were originally...played by members of the ... scheduled only inside the ... Friday Musical Club inside museum and on its the museum, where hostesses, Enthusiasm in the com... members of the Clatsop ... became so great, the ... County Historical Society, will the garden space was ... dressed.

According

Museum Visitors Come from Afar, Registry Shows

'Flowers Added To Museum Yard

Astoria, Clatsop Are In Vanguard Of Oregon History

Aug. 17-1959

Editor's Note: Sesquicentennial Commission Chairman Robert Gill has asked The Astorian-Budget to publish a series of articles on the history of Clatsop County and Astoria. Many of the events described occurred on unstable ground—literally. All of the events should be of interest to the people of Oregon.

Compiled by Katherine Branch
Columbian staff for Clatsop County Historical Society

Happenings Ancient

First discovery and claim to ownership of Oregon by white men only during the years 1792 to 1811 inclusive. Astoria founded at the mouth of the Columbia River near Warrenton in 1811. First permanent settlement in Oregon.

First American overland expedition to the Pacific Coast. Dan Lewis and Clark Kelly arrived at Seaside, produced four bushels of salt from sea water in the winter of 1805-06

First weather records. Lewis and Clark were guests of Chief Coboway at Village on Point Adams. Chief Coboway was the first Indian to visit Washington, D. C. Fort Clatsop built. Lewis and Clark spent winter at Fort Clatsop. Fort named for Clatsop Indians.

First overland express arrived in Astoria from the East. Astoria founded by John Jacob Astor. Astoria Expedition sailed from New York on the ship Tonquin. Astoria founded by John Jacob Astor. Astoria Expedition sailed from New York on the ship Tonquin.

First permanent settlement in Oregon. Astoria founded by John Jacob Astor. Astoria Expedition sailed from New York on the ship Tonquin.

First attempted American settlement in Oregon. Astoria founded by John Jacob Astor. Astoria Expedition sailed from New York on the ship Tonquin.

First American overland expedition to the Pacific Coast. Dan Lewis and Clark Kelly arrived at Seaside, produced four bushels of salt from sea water in the winter of 1805-06

First weather records. Lewis and Clark were guests of Chief Coboway at Village on Point Adams. Chief Coboway was the first Indian to visit Washington, D. C. Fort Clatsop built. Lewis and Clark spent winter at Fort Clatsop. Fort named for Clatsop Indians.

First overland express arrived in Astoria from the East

HARBORS—FROM BUSTLE TO BUST

Dock Strike Losses Hit $2.8 Million

• Last of a series on the impact of the current dock strike.

By AL STUMP
Herald-Examiner Staff Writer

At anchor off Long Beach harbor bobs the Russian freighter Chekhov, loaded with steel and machine parts.

She's one of numerous foreign vessels unable to discharge cargo in the Los Angeles area because of the 60-day West Coast longshoremen's strike.

"We are well named," says an officer, "after Anton Pavlovich Chekhov, one of the greatest of Soviet authors."

Chekhov's prevailing themes were men's essential loneliness, frustration and stagnation.

Nothing is lonelier and more frustrated than the fleet of ships stagnating from San Diego to Seattle while Harry Bridges, head of the ILWU, continues his demands upon the Pacific Maritime Association of owners.

Some ships have been held for as long as three weeks, their crews waiting for an end to the work stoppage.

Dozens more have steamed for Ensenada, Mexico, a fishing port suddenly converted into a boom town, where $40,000 a day is pouring into the community. Ensenada and Vancouver, B.C., also doing a boxoffice business — are the only ports open among 24 bordering the Pacific.

After more than seven months of the strike, the economic impact is heavily felt throughout Southern California.

"Los Angeles Harbor now has passed the $1,600,000 mark in losses in dockage, wharfage, storage and demurrage fees," says Harbor Commission vice-chairman John R. Kilroy.

In the 1969-70 fiscal year, the local ports and wharfs produced more than $10 million of revenue for the city. A large chunk of that already has been lost in 1970-71.

At Long Beach, which has one of the deepest harbors in the world, the loss to date is pegged at about $1 million. Each future month of no activity will add $500,000 to the deficit.

San Diego's smaller port, able to accommodate vessels of no more than 35 feet of draft, reports an approximate $100,000 loss.

The three-port total only begins to tell the story of the domino effect of the strike

The three-port total of about $2.8 million only begins to tell the story of the domino effect of a strike of 15,000 longshoremen and warehousemen, toppling profits from shipside to trucker to wholesale dealer to retail market. Loss to trucking firms alone now is estimated at more than $1.5 million.

San Joaquin Valley, Imperial Valley and other area growers are taking setbacks throughout their list of crops.

• Alfalfa mills producing pellets for Oriental cattle have been forced to shut down for lack of hulls to transport 25,000 tons of the product. Estimated loss: $1.5 million.

• Some $2.3 million undoubtedly will be lost in the rendered tallow industry.

• The harvest of safflower was stopped Aug. 15 because with 80,000 tons already stored, no more storage space is left.

• Some 100,000 tons of rice have backed up in California warehouses and one million tons of corn are threatened.

Says the Council of California Growers: "Hungry people and their animals from the Philippines to Australia to Japan have been depending upon our state's crops for food. "This is more serious than the economic setback.

Except in a few instances, the ILWU refuses to load or unload any cargo, including perishables. Military mail has been serviced in a few cases.

Heads of a grocer association in Los Angeles on Sunday saw no immediate danger of a food shortage. "Imported products such as call-brand liquors, olive oil, cane sugar and canned fish may be some short," report wholesalers.

Use of rails and planes has helped diminish impact of the walkout.

Tankers of Union, Standard Oil, Atlantic Richfield and other major transporters of petroleum remain immune from trouble discharging as usual. None of the oil firms employs ILWU labor. Their own crews handle unloading, which is an enclosed hydraulic process.

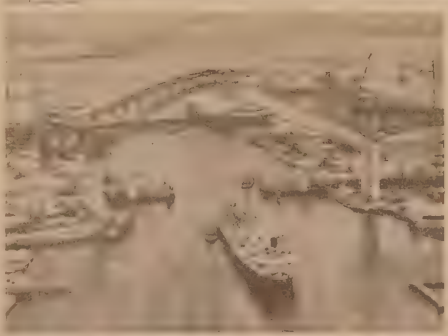
But we could have a problem with coke," says Atlantic Richfield Co. "We can't ship it during the strike, since it is a solid, but we have enough storage for it for some time to come."

For the past 56-plus days the Los Angeles docks and anchorages have changed from bustle to bust.

"Our 550 workers keep busy one way or another," say port spokesmen, "and yet all the empty ocean is hard to live with." Some 330 Long Beach harbor employes have gone on enforced vacations and have had overtime pay canceled.

When Bridges pulled his men out July 1, he hit hardest at the revenues of city taxpayers, now paying harbor costs unprecedented in history. Los Angeles, for instance, charges $13 per foot, dockage up to 100 feet of vessel. After that, the charge increases. The average 500- to 600-foot cargo carrier is worth $147 to $200 per day in dockage fee. Giant ships pay up to $368 daily.

Adding wharfage to that, the charge exacted for allowing cargo to pass across the docks from ship to land transport, the sum becomes a large one. In the past year the city collected $450,000 in shed revenue, $448,000 in demurrage, $1.3 million in dockage and $6.2 million in wharfage.



For 54 days the docks of Los Angeles have been silent as longshoreman strike has literally closed-down the once-busy ports.

Prior to strike, left, Long Beach Harbor revenue from ship activity averaged $500,000 a month. The loss to date is pegged at $1 million.

In addition, pilotage charges came to $862,46[illegible].

"Not once have we met them across a table."

Not a dime is coming in from any of these sources at the moment.

Rumors that Bridges might decide to enter exclusive negotiations were heard here this weekend by two sources.

At Long Beach, where only six ships were anchored a week ago, 18 appeared Friday. Dropping of their hooks, said Port Commission President H. E. Ridings, Jr., may indicate that the shipping companies anticipate an early settlement and want their cargoes ready for offloading the moment an agreement is reached. "We see hope in this sudden influx of ships," said Ridings.

And in non-struck Vancouver, B.C., previously handling 20 ships per week, reports of shipping moving out and to the south were received.

In Los Angeles a Pacific Maritime Association official said: "It looks favorable to us that Harry Bridges has called his Strike Strategy Committee to a special meeting Sunday and Monday. Bridges has argued that local negotiations should progress further before he sits down with us. Perhaps he feels ready now to talk this out.

Up to now we have not had one meeting with the Coast Strike Committee or anyone else heading up the ILWU.

"Not once have we met them across a table.

However, the complicated issues involved also lead shippers to feel that negotiations would be long and tedious.

The ILWU demands are many. They range at the bottom, from paid holidays and sick leave to a dental plan and increased life insurance to $5[illegible] pensions for 25-year men at age [illegible], asked as a guaranteed 40-hour work week, retraining programs, hourly wage increases, added control of hiring practices and right to unload containerized cargo in some areas formerly belonging to the International Teamsters.

To save money, Harbor Commissioners ordered ten per cent salary cuts for harbor employees as dock strike completed its second month along west coast.

DANCERS TO BE FEATURED IN WATTS Festival participant a member of VM Soul Costumers

Watts Summer Festival Parade Viewed by 25,000

Watts Summer Festival of 1972 drew to a colorful with a two - hour parade Central Avenue views than 25,000 spectator

Along with Etasebea Hayes Miss Watts 71 and entertainer Sammy Davis Jr., the throngs applauded local talent from the Watts area including teen drill-ettes and majorettes, Girl Scout troops, dancers and a black police officers and

marching u

scheduled bounce exhibition in Trinidad.

Aside from the parade, the festival included a week of festivities and entertainment at Imperial Courts, Jordan Downs Park at 103rd St. and Central Avenue.

Tule Elk Wildlife Refuge Endorsed by Supervisors

Proposed creation of a Tule Elk National Wildlife Refuge in the Owens Valley has received endorsement from the Board of Supervisors.

Approving a motion by Supervisor Kenneth Hahn the board unanimously supported the proposal of U.S. Sen. Alan Cranston, D-Calif., to set up the Tule elk preserve on Owens Valley land which is owned by the Department of Water and Power.

The valley, located some 200 miles north of Los Angeles in Inyo County, includes 390,000 acres of land owned by the DWP and provides 80 per cent of the water used by city residents.

"There are only 296 Tule Elk left in the Owens Valley," said Hahn, "and there is a danger that the animal which once numbered in the millions in the San Joaquin Valley, could disappear altogether."

Hahn said th
Tule Elk reser

to see and enjoy w
generations."

A spokesman for the DWP said there are now four or five herds of the elk in the Owens Valley which are allowed to roam free and present no "hazard" to DWP operations in the area.

Illicit Relations?

MANILA (UPI)—A proposal that divorce be permitted in the predominantly Catholic Philippines has been made by two delegates to the Con. Juisonal Convention. The law now allows only legal separation. Because of this, separated spouses are driven by their natural biological and psychological needs to enter into illicit relationships which are prohibited by law and frowned upon by society, delegates Emmanuel Aguilar and Rodolfo Gamboa said.

Group Tours China

HONG KONG (UPI) — A 18 member Norwegian friendship group left Peking Saturday to continue its tour in China before returning home, The New China News Agency (NCNA) reported Sunday.

FREE TO CHOOSE, EASY pieces

How does it feel to be free? To be dress'd or panted or maybe a collection of **EASY pieces**? Hewlett's **EASY pieces** are little parts of nubbly cotton boucle. Full-colored **EASY pieces** that go together your way. Take tweed. A multi-toned shrink to layer or not 10.00. Pull-on solid skirt. 10.00. The v-neck shrink. 10.00. With pull-on shorts. 10.00. Short sleeve lace-up. 12.00. Pull-on pant. 16.00. All in paprika, chianti, wineberry, brown, natural or camel. Young Californian Sportswear.

FREE TO BE...

INVOLVED. LEARNING AND DOING SOMETHING NEW, AND ALL YOU. WHAT CAN YOU GET INTO TOMORROW IN OUR FREE TO BE CENTERS? AIR COMB DEMO, 10:30–4:30; MARY WEBB DAVIS FASHION COUNCIL, 10:30–4:30, LOS ANGELES, MANICURING DEMO, 10:30–5:00, BEVERLY HILLS, AIR COMB DEMO, 10:30–4:30; MARY WEBB DAVIS FASHION COUNCIL, PASADENA, NATURAL WONDER DEMO, 10:30–4:30; HAIR CUT DEMO, 10:30–4:30, GLENDALE, ABBOTT TRESSES WIG DEMO, 10:30–5:00, PANORAMA CITY, HAIR SINGEING DEMO, 10:30–5:00, ANAHEIM.

ROBINSON'S

Daily Astorian Nov 1 - 1971

Early Days Recounted

Mrs. Jack Dorn looks over historic journal which she and her husband presented Wednesday night to the Clatsop Historical society

Local Historians Get Section Of Journal Dating From 1846-47

By PHILIPPA SABROOK
Staff Writer

A centennial gift declared to be one of the most valuable of Astoria historians on local archives was presented to the Clatsop County Historical society at Wednesday night's meeting by Mrs. Jack Dorn (Adelaide Sather). It is a 15-page portion of the original journal compiled by Alexander Lattie Hudson Bay factor and first white boy born on the Columbia river in 1824 day by day record of more than four months spent at Fort George (Fort Astoria) during the years 1846-47.

Mrs. Dorn, accompanied by her mother, Mrs. Nellie Sather, attended the meeting of the historical society and figuratively dropped a bombshell in the midst of the amazed membership with her presentation of the rare old journal. It was the conversion of some present that this is the most valuable bit of information which has come to light telling early events of those earliest days of white settlement in the northwest. Hudson's Bay journals are jealously guarded as pieces fallen to London and Montreal.

Gleam By Partlander

How Mrs. Dorn came in possession of the journal is a story in itself. Long a promoter of the Astoria story Mrs. Dorn had travelled to northwest communities at her own expense to tell people about the Lewis and Clark bicentennial celebration several years ago. Prior to the Astoria Sesquicentennial last year Mr. and Mrs. Dorn, authentic customs of that period in history, included Portland in their travels where they were feted with a warm reception due to the reception given the Morning Star, replica of the first Oregon built ship, that stopped at Astoria.

[illegible]

something of his possession that should be home in Astoria and the promising to mail it to the Dorns.

Months later, in fact a few days [illegible] came from John [illegible]

The early daily accounts of the weather as the little outpost was of interest to Eldon Brackett, [illegible] for the weather bureau at Clatsop airport.

[illegible] George, [illegible] is seen [illegible] honey [illegible] pulped [illegible] in the comb [illegible] at the [illegible] ok, and [illegible] prob [illegible] honeybee [illegible] lasted to [illegible] the [illegible] of the [illegible] with the [illegible] g for her homemaking [illegible]

and Clark Nebulizer. Earliest date in the journal is February 3, 1846, and, with the exception of a [illegible] days absent here and there [illegible] the daily diary continues until [illegible] 25, 1847.

Details Told

"It is fascinating reading if you can do it." Burnby Bell, corresponden, secretary of the historical society stated Lattie refers to [illegible] such routine terms as having [illegible] built a fence around the vegetable [illegible] often because the pigs were getting into the cabbages. Another day Lattie "doctored Mr. Trask's sore [illegible] Solomon Smith and Sherwood visited and discussed American politics." Mr. Bell was told of his until and the [illegible] extensive lumber supply. April 26 Lattie tells of the Chinook [illegible] catching plenty of salmon but from superstitious notions they will not let us have any near the cabbages, Another wild currant is ripe. At a later date, on a Saturday night a wild party at the Hudson's Bay settlement store is recorded in which [illegible] unsophisticated fashion it makes modern drinking bouts sound tame.

Came in 1877

Lattie who replaced James Birnie, factor at the last to 1846 when Birnie moved to Cathlamet, came here in 1877, and was the last white man to bring vessels over the bar. The Indians would take him out in their canoes and he would board the ships and guide them across the treacherous [illegible] charted waters to the inner harbor. He brought the American ship of war Shark in, but it was later wrecked on its return trip from Fort Vancouver at the mouth of the river. Lattie drowned in [illegible]

Consensus of the historians present at the meeting was that this was probably the most valuable bit of historiana compiled in an original journal to fall into their hands. It will be carefully copied with copies of the copy made so that all elevated parties from school children in state and national historians may read it, and the original journal encased in a [illegible] repairing a history of the Columbia river bar pilots from those [illegible]

First Daily Paper Launched Here in 1875

SUPPLEMENT TO THE WEEKLY. —

PROSPECTUS
OF
"The Daily Evening Astorian."
To be Published November 1st, 1875,
AT ASTORIA, OREGON. By D. C. IRELAND.

At the urgent [illegible] of numerous [illegible] and [illegible] I am about to issue a [illegible] paper at Astoria, the best point of Oregon and Washington Territory, Eastern and Western, coupled with the [illegible] as also additional [illegible] [illegible] [illegible]

SUNDAY MARCH 4, 1951

First Fund Drive By Historical Society Gets Under Way

By ELEANOR BOYNE
Journal Staff Writer

...essential problem

16 • • • 4M THE OREGON

Do You Remember?

Cars on Cable

By SANDY SMEAD

Houdini Escaped

divers would have room to finish their diving. Most of the gang belonged to the Multnomah Amateur Athletic Club at the time.

Steam trains used to run on 4th street go had a puller locomotive to help up the 4th

A cinder path for bicycles ran from south Portland on the east side of 4th street to Madison street

Family Room Popular

Conversation Makers

Volunteers Go

Cheering Children Waved Flags As Troops Left for Philippines

PORTLAND May 11, 1898—The first four companies of Oregon volunteers left today on their way to the Philippines

Nine thousand school children lined their route of march to the Union Station and shrilled their [illegible] cheers. [illegible] hand to cheer Oregon's heroes

Dewey had won his great battle at Manila Bay. The Battleship Oregon was plowing through the waves northward up the east coast of South America on her epic dash around the Horn. A man threw a bucket of paint on a decorator's face because he was using Spanish brown

Spirits were high. The war was being won quickly. The Second Oregon Volunteers were about to write a fine chapter in military annals.

When war against Spain broke out and President McKinley called for volunteers, it was only a matter of days before Oregon's National Guard—swollen with additional men—was encamped at Portland in Camp McKinley. That was the new name for Irvington Park.

Before the troops left, they drilled here and there around

the city, the Armory was turned into a vast mess hall and a dress parade drew 15,000 people. Many a heart swelled with pride, said The Oregonian.

When the special train carrying the first four companies left for San Francisco great crowds were at every station along the way. At Roseburg the veterans from the soldiers' home showed up with an old cannon and fired a salute.

The last companies of the Oregon volunteers left Portland May 16 on two special trains and all of them then sailed from San Francisco on May 25. They were the first United States troops to land on Philippine soil. They fought 42 engagements with the rebel forces of Aguinaldo.

They came back to the United States 60 years ago this year after 11 months of fighting, with 5 per cent of their [illegible]

Conversation Makers

Flags Waved

Thousands Jam Portland City Streets To Mark iHstoric Date for Washington

PORTLAND May [illegible] thousand people jammed Portland streets to celebrate the 166th anniversary of George Washington's inauguration as President.

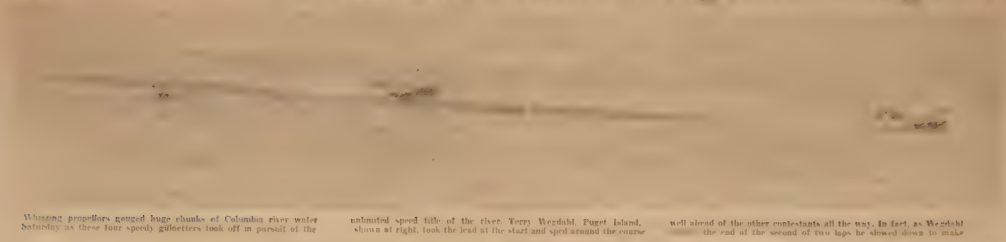
Amerrds of bayonets gleamed in wand the ski as various Guard troops [illegible] along a line marshaled a 90 minutes parade Pressures of Washington were on every [illegible] window. Flags waved [illegible] were stamped and there [illegible] were many a splash of color along the streets. A banquet, a [illegible] and a ball brought the celebration to a climax.

The sun was already warm [illegible] came up the Columbia with A [illegible] tional Guard, first of the [illegible] Soon the

Bayonets Glistened

[illegible] [illegible] [illegible] [

Scenes From Last Weekend's Regatta Program



Whizzing propellers gouged huge chunks of Columbia river water Saturday as these four speedy gilnetters took off in pursuit of the unlimited speed title of the river. Terry Wendahl, Puget Island, shown at right, took the lead at the start and sped around the course well ahead of the other contestants all the way. In fact, as Wendahl [illegible] the end of the second of two laps he slowed down to make

The Royal Chinook's drum and bugle corps, chosen by Gov. Mark Hatfield as his official corps, had the honor of marching [illegible] the state's chief executive in the big Regatta parade Saturday. Here is the corps

Here's the Regatta Royal Court float which paraded near the front of the big Regatta parade Saturday. The float, carrying Queen Gwen and princesses, is flanked by an Anchor club marching escort.

[illegible] took over Mo[illegible]ster field for Saturday's Regatta Youth day program. Many races were [illegible] 700 youngsters of all ages. Here are third and fourth grade girls lined up for the start. Queen Gwen and the royal court were among visitors at the day's program.

Just sh[illegible] shows h[illegible] Sat[illegible] day's salmon bar[illegible] 1100 people dined on the salmon prepared under direction of Frank Sauck, Eide field, Wash. Sauck, in white and wearing straw hat, is seen holding a big fork at right center of photo.

[illegible] parade [illegible]

This carload of little girls rode with the Portland Scottish Pipe Band in Saturday's parade, in front of the reviewing stand. The girls [illegible] from their car and proceeded to do a Highland dance for spectators.

[illegible] Wright [illegible] well played

Aug 26 - 1966

Historic Homes Tour Success; 400 Participate

Museum Is Given Feminine Finery Of By-Gone Era

Astoria Site of Historic Electric System

By J. ARTHUR BURNETT

Power and Light company

electricity. Consequently, we

historical significance that is at

Bergey, district manager, is an

Fine Feathers for a Royal Tea

Museum Houses Relics of Early Astoria

Historical Society Seeks Members To Raise Funds

The Clatsop Historical society is conducting a membership cam

Clatsop County Historical Museum
8th St. between Duane and Exchange St.
Astoria, Oregon

Victorian Arts Festival and Silver Tea

ART DISPLAYS IN GARDEN

Sunday, August 29th

1:00 to 5:00 P. M.

Refreshments - Entertainment - Costumed Guides

Antique Cars

Information

Train Excursion Sunday Portland to Astoria

Bernice Rehiel - Meier & Frank's Travel Bureau (Downtown)

SPONSORS

Beta Mu Theta Rho
Eagles Auxiliary
Friday Musical Club
Netel Grange
Pacific Art Guild
Kortens – Everything in Music
Clatsop County Historical Society
Degree of Honor Protective Association
Knights of Pythias
Pacific Grange
Pythian Sisters
Tongue Point Job Corps

6 Aug 68

Here is a pic of the Fort Stevens, Or. entrance.

Year: 1939 Ted Stokes

First Methodist Church

11th and Franklin Sts.

Astoria, Oregon

1853 - 1953

ONE HUNDREDTH ANNIVERSARY

Rev. Orval M. Whitman — Minister
William Simonas — Music Director
Mrs. C. A. Reed — Organist

THE METHODIST CHURCH OF ASTORIA, OREGON

1853 - 1953

Just a century ago, Astoria's first Methodist church was erected on the edge of a wilderness. In the intervening years the community and church have matured together.

Prior to that time Methodism had been represented by Rev. Jason Frost and Rev. Josiah Parrish, who had been sent by the Willamette Methodist Mission to work among the Indians of the region.

As the community grew the need for a house of worship grew also. In April 1853, James Welch gave bond for a deed to a lot on the Northwest corner of 15th and Franklin, with the condition that a church not less than 20 by 30 feet in size should be built on the lot within six months. The actual building was 26 by 40 feet in size, cost $1600.00, and was dedicated free of debt.

This first church was on the same block as the military barracks and was one block south of the location of the old Fort Astoria. The building stood until 1868.

When School District No. 1 was organized in 1854, the first school was held in the Methodist Church, probably until the district built its first school house in 1859. The church was often used for social and civic gatherings and by other denominations.

At the 1877 conference it was reported that the church had 20 members and had given $465.00 to benevolences that year.

In 1879, a new building site was chosen on 11th and Duane, the site of the present Safeway store. The new church was built and dedicated in 1881. It was 34 by 80 feet in size, had a steep roof and vaulted ceiling, stained glass, windows, and a handsome belfry containing the bell in the present church.

The entrance was on Duane street and there was a door [illegible] on each side of the [illegible] with a gallery overhead. The pulpit was in the south end, with altar rail in front, and the choir in an alcove behind the pulpit. Three classrooms were built in the rear in 1889.

The church was lighted with gas from a large glass chandelier hanging in the center. There was a hot air furnace in the basement, in which an extra high tide sometimes extinguished the fire. Like all down town Astoria the church was built on piling. The mud flats were bare at low tide. High water was about six feet deep under the church.

As the town grew, this church building became shut in by other buildings, rendering it a dark and noisy place for worship. In 1918 the building was sold to the Acme Grocery company. It burned in the fire of 1922.

A new location had been secured in 1912 on the corner of 11th and Franklin, and in 1915 the last of the debt on the lots was paid. The cornerstone of our present church was laid on October 29, 1916, and the dedication of the completed building was March 25, 1917.

In 1922, the big fire, which destroyed nearly all down town Astoria came near taking the church also. The brick exterior contained with the efforts of some of the church men who kept the roof wet prevented more than minor damage.

Several improvements in the church building include the renovation and modernization of the kitchen and the enlargement of the choir loft, a new heating system and electrification of the organ.

In 1942, Christ Chapel, a sanctuary on the gallery floor of the church school section was dedicated. The pews are from the former Norwegian Danish Methodist church which merged with First church in 1932, and the pulpit is from the old First Methodist church.

This is our heritage from the century past. [illegible] the foundation for our Faith in the centuries ahead.

Regatta Highlights, They're Memories Now

County Historical Society 'Favors' Maritime Museum

Mr. and Mrs. Lester Crohn Quitting Business

Historic Crohn-Karsun Store Quits Business

By PHILIPPA MARDESICH
Of the Daily Astorian

One evening in the near future, at quitting time for stores on Commercial street, Lester and Sybil Crohn will close the front door of their men's store, turn the key in the lock and wend their way home, just as they have been doing for almost a half century at the end of the day.

It may look the same but it will be different. For this one time it will be quitting time "for keeps", marking the end of an era and the closing of the oldest of the mamma-and-pappa men's clothing stores, Crohn and Karsun.

The history of Lester Crohn [illegible] shop on Exchange street, until a new store front was built on the northwest corner. From here the owners moved their stock to the corner where Montgomery Ward is now, then up another block to where Levy in the lock and then still farther east to the Owl Drug Corner.

These were busy, fruitful years for the two bachelor brothers, but not too busy for Lester to cast an eye toward the pretty daughter of a competitive men's store merchant Alex Karsen who worked in her father's store over on Exchange street.

About this time, the Crohn boys decided to become independent, but not actually competitive operators. Al opened a store on Bond street featuring working men's clothing, supplying fishermen, loggers, cooks and other with their required gear. And Lester, who had begged to Sybil Karsen, formed a partnership with her father Alex (Pappy), who had been in business in Astoria since 1909. Thus was originated the store Crohn and Karsun in 1920 a partnership that was more closely cemented with the marriage of Miss Sybil Karsun and Lester Crohn.

Following the birth of their daughter Charmaine, Sybil was pretty much a stay-at-home [illegible] as "Postale" inclaimed by her family and classmates) went to Astoria High School and then the University of Washington, where she was president of Pan Hellenic (supervisory soc- [illegible] Crohn [illegible] [illegible] [illegible]

"PACKER" Page 11 November 19,19

THE FIRST GARDEN IN THE PACIFIC NORTHWEST

By

Ted Stokes

The first garden in the Pacific Northwest, cultivated by white men, was located at the mouth of the Columbia River.

Crew members of the English trading vessel Ruby, Bristol, were responsible for this garden on what is known today as Sauvie Island. This fur-trading vessel first arrived off the Columbia River on May 22, 1795.

It was daybreak on this morning of May 22 and Cape Disappointment lay four the 101 ton Ruby ENE 7 leagues. The wind was from the south and the sea was rolling. Capt. Charles Bishop, the master, viewed the landscape of rocky cliffs and trees on the shoreline. The quest was for skins of all kinds, sea otter, seal, martin, lynx and fox . . .

The craft eased into the quiet waters just northeast of the Columbia River mouth and dropped anchor and sails.

The Ruby had on board a three-year supply of food, the captain had in stock seeds for planting a garden.

The crew grand eagerly to the shore. In addition to the captain, there were 17 men and a doctor. The armament consisted of eight 3 pound-carriage guns, six swivel deck guns and small arms.

These waters had felt the presence of other white men Capt. Robert Gray, May 11, 1792, and Capt. James Baker, master of the Jenny, name ship of the Bay, 1792.

The Ruby's captain decided to winter in the area for fur trading with a trip north during the summer. He eyed a fertile island (Sand Island) nearby as a possible place for a garden.

In the curve of the bay there were signs of a large Indian village. Soon Indians came from the shore, the number was estimated at about 200. They came with furs and other skins. They also had bows and arrows, spears and some muskets.

Later Capt. Bishop met the Indian leader, Chief Concomly (1766-1830). He was the leader of the Chinook Nation along the Columbia River. He had one eye, a flat head and six wives.

Concomly had more than that. He had over 200 slaves in addition to authority over 11 tribes. Thus chief was probably the first chamber of commerce reception committee for the white men in the Lower Columbia. He had also met Capt. Gray in 1792.

One-eyed Chief Concomly's home clung to the north shore of the river. He made trips across and up the Columbia in long canoes.

The chief's lodge was a low rambling structure made of cedar boards with gables. It was surrounded by a well-planned village. Trees for boards were felled by fire.

The chief was described as rich, powerful and bold. The crew from England were to find this out. He was short, had rammed hair on the flat cranium and was naked except for a lion cloth over his brown skin.

The Chinook chief came aboard and engaged in trade with the English captain. The first day the exchange was beaver and other pelts. Various kinds of shiny, metal objects were given in return . . . medals, beads.

The chief admired his flat head, a mark of royalty among the Chinook Nation. The process of head-flattening was effected immediately after the birth of a son or daughter of a chief only.

A piece of heavy back was placed on the infant's head and secured by thongs to a board upon which the body reposed.

Days of trading continued. Capt. Bishop went ashore often and explored. Concomly often came on board and slept in the ship's cabin.

It was about this time that plans for a garden were completed. Seeds were planted on a small island on "Elwaco". (Ilwaco Wash.) The crew planted great beans, cabbage, turnips, celery and potatoes. In addition they planted Indian corn, cress, mustard and also sow peach stones. This garden, to supplement the ship food stock, was known as the first garden cultivated by white men in the Pacific Northwest.

During the first week in June, the Ruby pulled anchor, set sail and moved up the coast to the north to look for sea otters. It was hoped the garden would be ready to harvest in October the return date.

In October, the principal harvest was beans and potatoes for the ship's crew. The Indians supplied the crew with meat, crew members even went seine fishing for salmon.

The little garden was again planted the following spring, then the Ruby - - loaded with furs - - sailed away and did not return.

In 1811, the Pacific Fur Company cleared land near Astoria, Oregon and raised a vegetable crop potatoes, turnip . . .

Concomly's skull today is on display in the Clatsop County Historical Museum in Astoria.

"PACKER" Page 6 December 3,1970

General U.S. Grant Visits Astoria

By Ted Stokes

Gen. Ulysses S. Grant, 18th president of the United States, visited Astoria on October 13 (Monday) 1879 During the few days that followed, he visited Vancouver, Washington and Portland Oregon.

Grant was a U.S. Army lieutenant in the 4th Infantry at Fort Vancouver 1852-1853. During his period of military duty at the post he visited Portland several times.

The ex-president came to Astoria on the steamer St. Paul from San Francisco. With him were Mrs. Grant, their son Ulysses Jr., and members of the official party. They arrived off the Columbia River bar early in the morning. The party was welcomed to Astoria and Oregon by a 7 man reception committee on the tug Canby from Astoria. The committee consisted of city officials from both Astoria and Portland.

Mayor W W Parker of Astoria, chairman of the committee read the welcoming speech. Minutes later cannons boomed at both Fort Stevens and Ft. Canby, small craft clustered around the slow-moving St. Paul.

The St. Paul docked at Astoria at 8 A.M. The mayor welcomed the Grant party from a platform in front of the Parker House, while bells rang and whistles blasted in the city. The town was decorated with flags and bunting. Business houses and schools were closed.

General Grant thanked the mayor and the officials who had come to greet him. There was a delegation that arrived now from Portland, Salem, and Vancouver. Grant is my ninth visit to Oregon--

The Grant party went up the Columbia at 11 A.M. from Astoria. The destination was Vancouver Wash., for an overnight stay. Along the Columbia River route people in Vancouver at 3:45 P.M. there was a 21 gun salute from the fort and the 21st Infantry band - - in front of a large body of soldiers - - played the selection "See The Conquering Hero Comes."

Over 200 citizens of Vancouver stood by with flaming torches. It was dark and the waving red and orange flames were reflected in the moving river water.

At 6:35 P.M. General Grant came on deck and General Howard of Fort Vancouver presented his officers and Vancouver's Mayor Sohns to General Grant. That night there was a formal reception at the fort.

The next morning, October 14 (Tuesday), the St. Paul, with her escort the Lurline, headed for Portland on the Willamette River.

There was a slight delay, for the St. Paul deviated in the channel to pass the British bark Dovenby and in so doing ran aground on Sauvie Island. With the power of the Lurline and the steamer City of Salem, they got the St. Paul off the island with no damage.

In Portland Mayor D P Thompson gave a hearty welcome to the famous guest and pair.

General Grant told Mayor Thompson that Mrs. Grant was always afraid of storms at sea and of riding a ship and going to the bottom. And then he told of the grounding on Swan Island. Grant turned to his wife and said "Julia, you ought to be satisfied now — we've gone to the bottom at last!"

Following three was the biggest parade Portland had held up to that time. Gen. and Mrs. Grant were guests at the Clarendon Hotel, Northwest corner of Fust Avenue and Flanders Street. The mayor, distinguished guests and the Grant party viewed the parade from this vantage point.

Although unrated by the mayor to a seat on the platform, Oregon citizen and Mexican war veteran Gen. Joseph Lane preferred to ride in the parade with his fellow Mexican war veterans.

The Grant party schedule called for visits to the Cascades on Wednesday and Salem on Thursday. The official party departed was boat from Portland on Oct. 17 (Friday) for San Francisco California.

Small craft from Astoria and local area followed the Grant party in the mouth of the Columbia River.

The Grants had four children, three sons and a daughter. The ex-president died on July 23, 1885 and lies in a tomb named after him in New York City.

It might be added that while Grant was a junior officer at Fort Vancouver, he dug a plot of ground and planted potatoes in the area nearby. The potatoes were for the officers' mess.

General Ulysses S. Grant at Cold Harbor in 1864

WRECK OF THE STRATHBLANE

from Penney Packer July 10, 1970

By

Ted Stokes

"Never mind me...help those other fellows!" cried out the 12-year-old English cabin boy from a racing shorebound coaster that smashed onto Long Beach, Washington.

The lad called out to the life-saving crew. He had just come from the 3-masted British sailing ship Strathblane, wrecked this morning. It was Nov. 3, 1891. The boy was still wearing his life-preserver when the coast guard picked him up on the beach.

Capt. George Cuthell, master of the vessel, had written in the log book "Nov. 2, thick fog, barometer falling fast, course NE by E, 19 days out from Honolulu for the Columbia river, crew employed reeling sails and all pumps attended to."

The English skipper had figured his position to be 50 miles off shore when the iron vessel struck the beach. The weather had been so foggy that it was impossible to take observations with nautical instruments.

It was 5 a.m. on Nov. 3 that the 1,363-ton Strathblane slipped onto the sand just south of Ocean Park. The craft had departed Honolulu on Oct. 14 in ballast for Portland to pick up a cargo of wheat for the United Kingdom.

Life-saving crews from Cape Disappointment and Klipsans arrived with rescue apparatus. They fired a line from a beach mortar but the distance to the ship was too great. There was a strong southwest gale.

Aboard ship there were the captain, two passengers and over 30 crewmen. The ship was short of life preservers.

A news account of the time revealed that the captain gave his preserver to one of the passengers. The account also stated that a crew member took a preserver from the cabin boy Charles Angus Payne. The rest of the crew, appalled by this act, made him give back the life-preserver to the lad.

After the first lifeboat left the Strathblane, in charge of First Officer J. D. Murray, the remaining boats were found to be broken by the seas. One of the frightened seamen flung himself into the surf and was drowned. His body was never recovered.

The attempt to reach the ship from the shore by lifeboat proved unsuccessful, each launch from the beach was repelled by the waves.

By noon on Nov. 3, hundreds of spectators had arrived to watch the rescue operations. One by one the seamen dived into the sea and swam ashore. One life craft was repaired but broken in the sea.

First Mate Murray, in charge of the first lifeboat, received final instructions from the captain "Give my love to my wife and family back home...I suppose you will be put down as just another case of reckless navigation, but God knows, I did my best."

Later, when the ship buckled, a new account said the captain leaped into the surf and swam ashore. He made it. Members of the rescue team helped him along the beach. After a bit of what he stopped to drink, Murray said afterward he had a shot of whiskey. Capt. Cuthell was a total abstainer and celebrate.

The lad was left out on the beach for the night in Ilwaco. Capt. Thos. Cuthell, master, Donald McLeod, carpenter, Richard Hughes, seaman, John Boyers, seaman, Thos. Hunter, cook, and William Lewis, passenger. One other body was searched for but never found.

It was later reported that the ship's chronometer was at fault. The 38-year-old captain was quoted as saying "I thought the tall trees above the beach were masts of other ships.

First Mate Murray later married a local Ilwaco girl and became prominent on the peninsula in the following years.

A lad by the name of Ollie Stout of Seaview rode out in the surf on horseback and rescued survivors. Young Payne said a few days later "Many of the Strathblane crew were rescued by trained stallions who swam out in the surf to bring in survivors."

J. R Cameron, junior member of a shipping firm in Portland (1891), said of Captain Cuthell "He was a skilled navigator, he was not a careless man."

The 235 foot Strathblane, worth $80 000, is remembered on the Long Beach peninsula today. By Nov. 4 1891, about mid-afternoon, she completely disintegrate.. The seamen lost were buried in Ilwaco. For years a row of tombstones could be seen by visitors. Undergrowth has now enlivened the grassy area.

The 1906 shipwreck is still here on the Clatsop sands. The rusting relic of the Peter Iredale has been bleaching on the nearby Clatsop sands opposite Fort Stevens State Park for 64 years now and has been seen and photographed by thousands of tourists.

The English vessel was different in 1906. She departed from Salina Cruz, Mexico, on September 26 in ballast for Portland to pick up wheat for the British Isles.

The bark, with four masts, was a hundred miles from the Columbia River and racing with a storm. Her master, Capt. H. Lawrence frowned on the dense fog. The rain deemed through his red Van Dyke beard. If five days could be cut from the travel time, he had offered a bonus to all hands.

Captain Lawrence tried to peer ahead. First mate John Clayton asked "Sir, don't you think we should slow down in this thick weather?"

The skipper replied "I've made this passage eight times before. Maintain top speed!"

The hours slipped by. An intense roll was felt as the storm cut at the 2,075-gross-ton ship. Captain Lawrence intended to stand off for the mouth of the Columbus for a pilot. It was Oct. 25, 1906.

2:00 a.m. Captain Lawrence picked up Tillamook Light. He ordered all hands to set all sails. There was a northeast wind.

7:40 a.m. The cartsent lookout above bawled "Breakers dead ahead!" The captain turned to Chief Officer Langmaid and yelled "Impossible...I'm navigating by dead reckoning, I'm sure of our position - 50 miles off shore!"

7:45 a.m. There goes agrinding crash and the ship slid down against a shallow-water sand bar. The Peter Iredale's main mast, fore mast and mizzen mast toppled over the lee side. It was followed by sections of the lower masts and the main-mast. Without warning the two anchors dropped into the surging sea.

Captain Lawrence ordered all hands on deck and then ordered "Abandon ship!" Nobody was injured but the 29-foot beam of the helpless craft held a mass of sail, mast sections and lines. Red rockets were released.

9:00 a.m. The Point Adams Lifesaving crew were busy taking the first surfboat of men from the wrecked vessel to the beach. Later the lifesaving crew from Cape Disappointment, across the Columbia River, arrived. Personnel from the station at Hammond also was on hand.

U.S. Army personnel from Ft. Stevens arrived on the scene. They were sent by the post commander, Colonel Walker. As observer at the scene at the time said that Army mules were used to pull equipment across the sand.

10:30 a.m. The final surf boat carried Captain Lawrence, his officers and the last of the crew ashore. Surfman William K. Inman, Cape Disappointment station, waded out in the raging water and carried Captain Lawrence ashore.

The red-bearded skipper carried only three objects, the ship's log, a sextant and a dem-john of whiskey.

Lawrence thanked everyone. Then he did a unique thing for the time. He faced the deserted ship, came to full attention and saluted "May God bless you and may your bones bleach in the sands."

He then put the dem-john on the sand and remarked- "Boys, have a drink

The crew was led away to Fort Stevens where they were bedded down, fed and given clothing. Captain Lawrence established a camp at the beach site to guard against vandals who might want to go aboard and loot.

1:45 a.m. British Vice-consul P.L. Cherry from Astoria phoned the fort commander that he would make arrangements to have the men transferred to Astoria via train. However, Captain Lawrence and four others remained at the beach site.

In Portland 108 British Consul, James Laidlaw, consulted with Vice-consul Cherry to contact the ship owners in Liverpool, England, for future salvage plans. Later the crew was paid off and were free to take berths on other ships. Stores and rigging were removed from the wreck.

For days after the A and C Railroad set up a schedule to visit the scene of the shipwreck.

Al Anderson of Astoria told your Penny Packer reporter in substance that he went down to the scene of the action at the time. "The Peter Iredale looked just beautiful out there with the wind flapping the sail shreds that were left."

The late George Warren on Warrenton told the writer that he viewed the great ship just sitting there in the sand. "It was hard to believe that the ship was there for all to see."

Anyone may visit the bleaching and rusting wreck today and see the remains of the vessel once commanded by the flamboyant red bearded English sea captain.

For the hardy - - a good 4 x 4 top route leads to the ship at a hundred yards of the beach. The wreck is said to be one of the most photographed items on the Oregon coast.

THE PETER IREDALE - VICTIM OF OVER CONFIDENCE ?

Penny Packer 11/2-11-1970

A race against time and over confidence of the red-bearded captain may have been the cause of the wreck which now stands as one of the most famous wreck--sites in the country

by Ted Stokes

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Weathered Flavel Mansion Once City's Grandest Home

Editor's Note: Following article on the history of the Flavel mansion which houses Clatsop County Historical museum, was written by Va... Mays, student at Clatsop college.

By VALERIE MAYS

The Flavel mansion, built between 1885-87, stands between fifth and Exchange in Astoria. The passing of years and lack of public interest have certainly left its mark on the once stately mansion. Today it is shabby and in need of repair, but through weathered paint its dignity and gentility of the structure are still impressive. In order to appreciate the mansion one must go back to the Clatsop county's native...

It was in 1846 that a violent storm lodged the ... Clark against a rocky cliff on the river bank near what now Hill and Exchange ... survivors built a crude dwelling and for three years ... Consequently the ship became known as the ... House. It was used as a ... by travelers and as a ... Among such travelers were ... Donald Mackinlay, who ... from the north.

Capt. George Flavel, master ... and master of his own ship, sailed around Cape H... to Astoria in 1849 ... Mary Dennis back to ... free of Connecticut ... they had a rich and full life ... Astoria.

Hobby Was Fireplaces

But on a dark night ... of the Flavel mansion ... As the visitor drew ... of the fireplaces ... evening a cautious ... and peered ... Here ... of mahogany, walnut ... and one time no doubt ... home in Italy, Algiers and Bel...

Bays Scheme

... the entrance hallway ... to Astoria in 1886 ... Gulbransen ... Sunset magazine ... Francisco by sea ... to California and put ... Astoria for ...

... the left of the entrance ... the spacious room ... and to the female room ... Above are reminders ... control of the ...

Above its mantel, a large painting of Capt. Flavel overlooks the vastness of the room now furnished with pieces of donated period furniture.

Across the hall is the sitting room once filled with overstuffed chairs. The fireplace in this room is different but no less fascinating in detail. The tiling has a continuous pattern of flowers and small birds. The card reads, "Mahogany, Green Tile Algiers." The room is now filled with encased pioneer and Indian artifacts.

Had Running Water

The dining room, also on the ... floor, once used for stately ... and lavish dinners is now silent except for the tourists filing through. Its fireplace is an intriguing with plaster majolica tile from Belgium and handcarved walnut.

All the rooms are finished in a high paneling of Philippine mahogany which is classic in line but decorative. The result is a restful uncluttered orderly appearance.

This mansion was one of the first in Clatsop county to have running hot and cold water, which was supplied from four marble washbowls. The marble served as counter and splash board quite unusual ... the county. Most people ... Mrs. Miller ... tacked up towel to keep water from ... the wallpaper.

While most homes were lit by coal oil lamps the Flavel mansion was the first home in Clatsop county to install a gas lighting system. Later the first gas fixtures were converted to electricity and here others made the change.

Another unique feature of the mansion is a spiral stairway tucked in the obscure corner. It winds four stories with a landing on the third floor from pantry to cupola, or widow's walk. Carpenters ledas marvel at the workmanship of these ships while husbands were at sea their wives would climb the stairway to the cupola and watch for their returning ships.

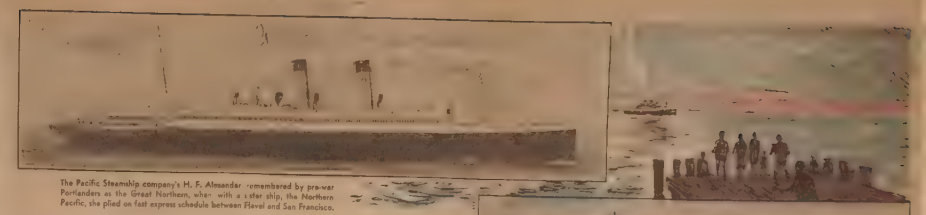
The mansion was continuously occupied by the ... descendants until the death of the oldest daughter, Hettie in 1933. Nellie's grandniece and ... Patricia Fraser ... decided the mansion and its ... Clatsop County Historical so...

Gets Little Support

... the World War II the Red Cross and Clatsop County ... depot ... agencies of ... in the mansion. The Red Cross offered first aid and made sandages on the first floor while the health department set up offices on the second floor.

... signed the Historical so... permission of the man... problem of public ... apathy and lack ... funds have been urgent and frustrating. To quote the Daily Astorian: "We have two fine museums here, the Clatsop County historical museum in the former Flavel home and the Columbia River Maritime museum in the old city hall building. Both are open only because a few individuals assume the responsibility with monies and with volunteer labor to keep them open.

The Flavel mansion in its beauty and dignity makes a rich historical contribution to Clatsop county. It deserves more appreciation and support than it has been receiving from the public.



The Pacific Steamship company's H. F. Alexander remembered by pre-war Portlanders as the Great Northern, when with a sister ship, the Northern Pacific, she plied on fast express schedule between Flavel and San Francisco.

Flavel—Just a Memory

By ESTHEL ABBEY MOORE

Time was, however, when its flamboyant development was significant of the aspirations of a great builder of empire who planned to extend his domains and visioned projection of the Northern transcontinental railroad systems into California by way of the Pacific ocean.

THE rise and fall of Flavel, interestingly picturesque community on the lower Columbia, was bound up fairly well in the old Flavel hotel, landmark for 50 years—now gone forever, except that its history is contained in a community hall, new homes and some other structures in the general vicinity now dominated by the old hostelry.

Beginning of the story of the settlement of Flavel and of the husband of Flavel, who built the historic hotel goes back as far as the state of New Jersey and the year 1824—place and time of the birth of one George Flavel.

In his youth Flavel decided to follow the sea. He had sailed the Atlantic as a ship captain before his arrival at Astoria in 1849 as captain of the ship "Gold Hunter." Liking Astoria and deciding to locate there, he bought a pilot schooner, and later tugs to tow sailing vessels of the period over the bar then existing at the mouth of the Columbia.

Prospering, he married Miss Christina Boelling of Youngs river, and purchased a home in Astoria and a large ranch at Tansy Point, now known as Flavel. Somewhat later he built two docks at Flavel, where river steamers landed with supplies and passengers for Hammond, Warrenton and Clatsop Plains, as there was no bridge across Youngs bay in those days. The docks were used in unloading coal from sailing vessels from Australia, when men worked on the job for 36 hours at a stretch.

River steamers from Portland, among them the T J Potter and the McGuire, landed at Flavel before going to the Washington shore. Mrs. Warner Sterrin recalls traveling to Astoria from Portland on the T J Potter on February 13, 1888. At that time there were three steamboat lines running between Portland and Astoria. The Oregon Railway & Navigation company, owner of the T J Potter and Harvest Queen; the Columbia River & Puget Sound Navigation company, owner of the Telephone and Baily Gatzert, and the Jacob Kamm line, owner of the Ocean Wave, the Lurline and the Undine. U. B. Scott and Lamar Seeley, owners of the Columbia River & Puget Sound line, reasoned at the time that the logical place for a seaport was Flavel, because trains carrying wheat and other freight would have a downgrade through the Columbia river gorge the entire length of the river to Flavel, thus eliminating the necessity of sailing vessels making the trip up the Columbia with tugs to tow them to up-river ports. With this idea in mind the Flavel Land & Development company was started in 1886. D. K. Warren of Warrenton and S. N. Brown of Boston also were leading figures in this company, which purchased 1800 acres extending from Flavel to the ocean.

At this time the Northern Pacific railroad ferried its trains across the Columbia at Kalama, Wash., to Goble, Or. and from there a railroad ran into Portland. There was no rail line down the river. In 1895-96 Andrew B. Hammond came from Missoula, Mont., and built and was sole owner of a railroad from Goble to Port Stevens. He was given the entire right of way by the property owners and adjacent property as a subsidy. Later Hammond sold to the Hill interests and the railroad became a part of the S. P. & S. The railroad was completed to Astoria in 1898, and, according to Mrs. Storm, the first train went through to Port Stevens on October 2, 1880. She has reason to remember because her third daughter, now Mrs. Chris Simonsen of Hammond, was born on that day.

In 1886 the Flavel Hotel company was organized, and the building was started. It was a beautiful three story structure, L-shaped, with the north wing 160 feet long and the east wing 120 feet long. Each wing was 40 feet wide. Bowling alley, pool hall saloon, were in an adjoining building. The grounds were landscaped and included tennis courts, bath houses and a riding academy. Many Hammond Warrenton and Astoria residents attended the opening dance, which was given in the large dining room.

Financial difficulties developed and 10 years later, at a foreclosure sale in 1898, the building was sold to William F. Nurding in 1914 Samuel H. Brown purchased the hotel. It was mortgaged to Scandinavian-American Savings bank of Astoria, and at another foreclosure sale in 1917 the bank took it over.

Entering Picture Is the 'Empire Builder'

James J. Hill, railroad tycoon, "Empire Builder," had built a huge dock at Flavel at a cost of $300,000 and had purchased two ships, the Great Northern and Northern Pacific, for Pacific coast passenger service. The combined cost of the ships was $3,000,000. They were the finest coasting vessels up to that time in America. The Northern Pacific and Great Northern railroads having no railroad to California, the venture was made to compete with the Southern Pacific for California freight and passenger trade, the latter being heavy on account of the world's fair in San Francisco. The day the Great Northern arrived at Flavel from San Francisco there was a big celebration and the women, led by Mrs. Minnie Keck, served free clam chowder and coffee. When the boat party guests had been lured over and chowder and coffee were forgotten in the excitement and rush to the dock to see the boat come in.

Operation of the railroad from Portland to Flavel and steamer line to San Francisco prospered for a while and then in 1917 the federal government commandeered these fast ships, camouflaged them and used them to transport troops to Europe. After the war the Great Northern was renamed the H. F. Alexander and for some time was on the run between Seattle and San Francisco. The Northern Pacific burned on the East coast.

Business had sagged and in 1920 the Flavel hotel was again sold, this time to the Lewis & Clark Development company. Dr. C. C. Rosenberg of Astoria operated a sanitorium at the hotel, which did not turn out so well. About this time also the Barby Packing company had a fish cannery at the docks where the steamers had landed and several families interested in the cannery had apartments at the hotel, which in 1925 was sold to Mr. and Mrs. Callie Harrison. In 1926 it was purchased by Max Luddemann, Portland. A month later a deed to the building was given to Mr. and Mrs. Frank Godfrey of Seaside. Several families lived in the apartments during this period. On July 3, 1936, it was sold to Clatsop county by the sheriff and Mr. and Mrs. Godfrey gave the county a deed to the building.

About this same time the state fire marshal condemned the hotel as a fire trap. It was turned over to the city of Warrenton to be wrecked. With volunteer labor the city began the task of wrecking the hotel, but gave up. The Odd Fellows lodge of Warrenton agreed to finish the job and build a community hall if the city would donate the hotel and 100 feet square of property. This was done and the hall was completed in 1937, almost entirely of lumber from the hotel. A fine oak desk was made from wooden bedsteads from the hotel.

Within the last four years 25 new houses have been built between Flavel and Warrenton, a number of them for families from the "dust bowl." Several of these and the large new Kelson Tavern at Warrenton have some of the old hotel lumber in their construction. Some of the sturdy timbers used in its foundation have been used in the construction of small bridges over tide-land streams between the two towns. After the hall was completed nearly half of the hotel was still standing. It was turned back to the county, and last year a call for bids was made for clearing the premises.

The wrecking firm of Thorstade & Hashaway finally completed the job, leaving only two large cement pillars and a few trees and shrubs to mark what once was a place of life and beauty.

The Flavel hotel as it looked about 1927. Note concrete pillars supporting the porch. They are all that is left of the building that once was center of life and festivity in a somewhat spectacular, if short-lived era at mouth of Columbia.

A Landmark in the Capital City

The old Governor Stephen Chadwick home in Salem.

One of the picturesque residences of Salem is the Chadwick house, one-time home of Stephen Chadwick, who was governor of Oregon in 1877-78, the fifth governor after Oregon achieved statehood.

Commenting upon his career, ex-Governor Oswald West relates:

"Governor Chadwick, Democrat, was born in Connecticut, December 25, 1825, and came to Oregon, by way of California, in 1851; was the first county judge of Douglas county; Scottsburg's first postmaster; presidential elector 1884 and 1888, and secretary of state 1870-1878. Upon Governor Grover's election to the U. S. senate in 1877, he became governor.

"He was a charming gentleman of the old school, a competent and faithful public servant and an honest man.

"For over a quarter of a century he served as chairman of the committee on foreign correspondence in the Grand lodge of Masons of this state and wrote its reports, for many years was grand secretary of that body.

"He died at Salem, Or., in January, 1895.

"His son, Stephen J. Chadwick, became chief justice of the supreme court of the state of Washington.

"His grandson, Stephen F. Chadwick, is the national commander of the American Legion."

The Oregon Sunday Journal, Portland

Face Lifting Work Done On Astor Column

The Astorian ... [illegible] ...

... gun on a spiral frieze 525 feet long ... faces 1937 with a new face on the ... result of a restoration of the scaffolds frieze last summer. Sherry Ike Allen ... Pusterla original column artist.

The column is located on Coxcomb hill, approximately 700 feet above the city and is one of the major historical monuments in the Pacific Northwest. Historical events such as the discovery of the Columbia river by Captain Robert Gray, the arrival of the Lewis and Clark expedition and the settlement of Astoria in 1811 by the John Jacob Astor party are depicted in pictorial sequence on the exterior of the column.

The sgraffito frieze is an artistic pictures in plaster and after its construction in 1926 suffered from the wind and rain. Less the great artistic work be lost forever, a fund was raised by the Great Northern railroads and its affiliates, the Astor family and Astorian citizens. Lumber to bring Pusterla again to redecorate the column. When he completed the task a waterproofing material was applied to obviate the necessity of the work being done ... [illegible]

Original cost of the work was $120,000. The column was erected jointly by the Great Northern railroad and Vincent Astor.

Redistribution Scheduled For This Autumn

This fall, probably in August the column will be redecorated upon the occasion of a visit by a group of distinguished easterners. Included in the group, headed by Ralph Budd, president of the Burlington railroad system, will be representatives of the New York historical society, New York Chamber of Commerce, Boston Chamber of Commerce, Boston historical society, the Astor family and the federal government.

Within the interior of the column is a spiral stairway leading to an observation platform at the top of the column. From this vantage point may be seen the mouth of the Columbia river, its meanderings reaching back into the hills, snow-capped peaks, the Pacific ocean and a number of ship breakers. Aerial ranges, planes, mountains and ...

The column is easily accessible by a road leading from the residential section of the city. Thousands of tourists start it annually.

Homes Slid Down Hills When City Hit By Two Disastrous Landslides

By FRED ANDRUS
The Daily Astorian

Astorians have been living under the threat of a record snowfall this winter and excessive rains have escaped the worst. But severe weather has not been the only problem Astorians have had to contend with.

Two landslides within the city limits, those same elements which caused slides in other areas of the Northwest, have been keeping residents of the Alameda area, Shively Hill and Irving Avenue on edge for some 20 months.

Irving Gone

The first slide, which occurred in 1954, the same time as a six-block area of W. Commercial street was pushed down the steep slope of Irving Avenue from 30th to 32nd, was followed by another in 1956 when it took with it another six blocks of lower Marine Drive and another in 1957 when it took with it another section of W. Commercial up the hill to 30th.

25 Buildings

This slide took out 25 buildings, most of them homes, and forced 36 families to evacuate. Again, a rescue operation enabled most of the buildings to be pulled free from the slow-moving mass.

But, in each of these disasters, great damage was done not only to buildings but to municipal streets and public utility lines.

Estimates of the total damage [illegible]

Houses Slid With Earth

Black line in this air photo shows boundary of the area that slid downhill in 1954, uprooting more than a score of houses. View looks southeast. Bond Street is at right. W Commercial at left center. Photographer was Don Church, then of the Astoria-Budget, now administrative assistant to the county commission

counting the anguish to the scores of people who saw their homes being slowly ground and wrecked to pieces as the earth beneath their foundations heaved and slipped.

One eerie aspect of these earth flows was the slowness of the cual street bell. City Engineer Merce people left their homes Red Cross.

The American Red Cross sent moved out of sliding, twisting homes.

Rescue Workers

Friends and volunteers came to the rescue of residents, helping them move out household goods. The 1954 slide did not give victims as much time to prepare as did that of 1958.

Mrs. Amor Matson, 81, was rising out the side in the home where she lived alone on W. Commercial, while neighbors fled.

By January 8, 28 families had been dislodged and neighbors were offering shelter.

On that day Mrs. Matson gave up the struggle and moved out. The Red Cross set up a disaster office to hear requests for financial aid. Volunteers were serving coffee to rain soaked volunteers W. Commercial had been displaced 26 feet down hill between Hume and 1st. First from Commercial to Duane had been wiped out and the city bulldozed a roadway over the slide to help people evacuate

Vacant Lots Used

By January 11 the Lebeck home had been reribbed up to keep them from breaking before they could be moved off the earth glacier by rollers

By the end of March, as diver ing warning set in, the hill-side was moving up to six feet a day. One home, that of Lawrence Jackson on the north edge of Irving rode the mud glacier more than 200 feet down almost to the bottom of the hill, where it finally came to rest, tilting 20 degrees. It had to be destroyed.

Sliding continued until almost the end of April when it was possible to concentrate on the remaining few 18 remaining homes. A hang up over getting insurance for the city bridge on Irving at 18th held things up a while. Six houses, including the 40 by L. E. Kiske dwelling had to cross this bridge. They eventually did so without harm to it.

1954 Slide

The 1954 slide on W. Commercial was also began under danger. G. B. Dunn, 854 Irving, the impact of a severe winter, moved his family out as his house buckled. Mrs. Charles Bowersox across the street reported cracking sounds all night long.

The slippage continued under the impact of excessive rains. By Jan. 12 seven families had moved out and city government bids for living to traffic

[illegible] weather temperatures down to 14 above—in late [illegible] earth movement up to a half [illegible] rain. Hard in one week.

Again the Red Cross which had spent nearly $100 000 on grants to move homes of 1950 slide victims, came to the rescue with a similar offer.

By Jan. 7, 20 families had moved out of sliding, twisting homes.

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Clatsop County Museum Is Rich in Hi

By [illegible]
Of The Daily Astorian

[illegible] area which was supposed to have been a large rumpus room area for the captain to entertain his seafaring friends, according to Mrs Ira Miller, secretary of the historical society and authority of the Flavel house. Above this floor is the cupola perched on the southeast corner of the house, overlooking the river.

The museum, is open 10 a.m. to 5 p.m., seven days a week in the summer time with the winter schedule being the hours of noon to 5 p.m. beginning Oct 1. The Victorian Arts Festival will be from 1 to 4 p.m. Sunday. The museum will be closed on Mondays during the winter schedule.

First Millionaire

Captain George Flavel—the steamer, shipping figure, and hardhitter who became the first millionaire in Clatsop County—had the house built for his family complete with a cupola above the third story from where the captain could see over the Columbia River bar to watch for his ships entering the river.

The outstanding feature of this luxurious house is the use of a number of choice woods and Victorian trim. Fireplaces were a hobby of Captain Flavel who liked warmth, comfort and luxury. The six fireplaces in the house of Victorian style are of hand carved rosewood, mahogany, walnut and maple. The ceilings in the house are 16 feet in height with the doorways and window frames all hand carved and 14 feet or more high.

Spacious Hallway

The house is three stories high plus a full basement. The main entrance opens into a large spacious hallway flanked on both sides by a music room, library parlor, dining room and a small area to the rear called the "pass pantry." This area was where the maids could exit from the dining room, and it holds the back stairs which lead to the maids quarters on the third floor. The second story has the captain's bedroom, his wife's bedroom, plus a bedroom for each of his two daughters, and [illegible]

and was furnished with a large tin bathtub, commode, and a 2-seater toilet, now removed. The [illegible]

[illegible] cook stove [illegible] er used in a local grocery store [illegible]

Matrons Examine Artifacts

[illegible] case of artifacts located in Mrs. Flavel's bedroom at the Clatsop County Historical Museum. These matrons meet every Thursday afternoon to work on the many assorted tasks needed to be done at the museum. They are (from left) Mrs Ira Miller, Mrs. Charles Stangland, Mrs. Howard Blakely and Mrs Morris Cahill.

There is also a large unfinished [illegible] at least 80 years ago. The first other jobs, Mrs. Ira Miller who [illegible] tion of time, money or [illegible]

[illegible] telephone switchboard in Astoria from the Pacific Telephone Co. the cabinet and [illegible] museum and works on the [illegible] Francis Foxx is curator at this writer. A [illegible] the original switchboard grounds and Mrs. Marion Ca- [illegible] timer or visitor go to the mu- post office in Astoria farm in- [illegible] who helps with the fund- [illegible] seum for several hours of de- formers used in the early days [illegible] raising and arranging the showcases [illegible] lightful browsing and study in and donated by farmers in the [illegible] If anyone is interested in [illegible] the history of Clatsop County. It surrounding rural areas of As- [illegible] helping the Clatsop County Hi- [illegible] is a fascinating and educational toria, preservation books used [illegible] storical Museum through dona- [illegible] in place."

by the pharmacists in the area during back to 1886, a safe originally owned by Gen. Adair who was appointed by President James Polk in the 1840's to be the first collector of customs on the west coast and stationed in Astoria. And there are many more items waiting for display.

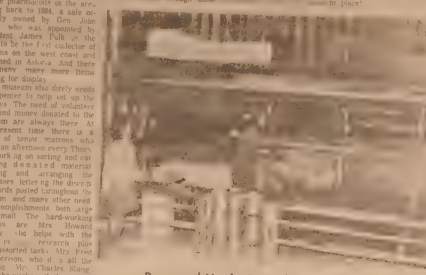
The museum also direly needs a carpenter to help set up the displays. The need of volunteer time and money donated to the museum are always there. At the present time there is a group of senior matrons who spend an afternoon every Thursday work on sorting and cataloguing donated material cleaning and arranging the showcases letting the diversified curios posted throughout the museum, and many other varied accomplishments both large and small. The hard-working matrons are Mrs. Howard Blakely who helps with the early [illegible] research [illegible] other assorted tasks; Mrs. Fred W. Morrison, who is all for lettering; Mr. Charles Stangland, who works with the picture frames and then [illegible] and

Collectors Items

The museum is filled with numerous collectors items. There is everything from arrowheads to south sea spears, from the parts of ships including the fireplace from the Peter Iredale wreck of 1906, to books, pioneer clothing, children toys from 100 years ago pioneer cooking utensils and much more. In the library there is a display of sea otter skins on loan from the Smithsonian Institute.

The pioneer kitchen set up in the basement of the museum was built by Viiko Leppinen of Knappa in 1967. The logs for the [illegible] ceiling were donated by Crown Zellerbach and all the items that furnish the replica kitchen are from the turn of the century. There is hope by the operators of the museum to someday set up a display of the Louvre Tavern on the third floor. The second story has the [illegible] ern as close to its original construction as possible.

Other items in the basement which are awaiting time and donations of money to be prop-



Donna and Martha Rummel, Museum Tour Guides Show Pioneer Kitchen

Victorian Arts Festival Slated

Busily arranging old-fashioned bouquets for the Victorian Arts Festival to be held Sunday, from 1 6 p.m. at the Clatsop County Historical Museum and grounds are, from left, Mrs. Charles Stangland, Mrs Ira Miller and Mrs Albert Magnuson. Mrs Magnuson is president of the Astoria Garden Club which old mansion housing the museum and Mrs Miller is a past president. A program [illegible] the Ole [illegible] Flavel mansion, or in the basement, in case of rain.

Jeanne Lake Spinning Yarn in Flavel Bedroom of Museum

Family History—The history of the Kindred family, pioneers of the Clatsop Plains area, will be given Wednesday at 8 p.m. at the meeting of the Clatsop County Historical Society at the historical museum, Eighth and Duane Mrs. Sam Lee will give the history, which will [illegible] tape recorded for further reference. This recording of pioneer family histories and events [illegible] a project of the Historical Society with the assistance of the Astor Library and PP&L. The public is invited.

Historical Meeting—The Clat- [illegible] sop County Historical [illegible] Society will [illegible] meet 8 p.m. Wednesday at [illegible]

[illegible] ses which studies pioneer [illegible] this. Special guests will be [illegible]

[illegible] land daughters of [illegible] H.D. Gray [illegible] and granddaughters [illegible] Mrs. Gray will come to [illegible] Marcus Wharton [illegible] Stoudinger [illegible] Harold [illegible]

[illegible] ed to the [illegible]

Victorian Greeting

Mrs. Chester Lon[illegible] Ch[illegible]

Victorian Arts Festival Sunday Will Offer Aura of a Former Day

The annual Victorian Arts old, and some for sale handfestival to be held Sunday hooked rugs, driftwood and from 1-4 p.m. at the Clatsop what can be done with it in County Historical Museum in decorating, hand carvings by the old Capt. George Flavel Ars Ostrom, water colors, oils, mansion always affords towns- charcoals and pen and ink work people and visitors alike a re by local artists.

Poets Gather

taxing afternoon, after the busy Mrs. Jan Shafter, under the summer of Miss Oregon Pag- auspices of the Oregon Society eant, Four-4 Fair and Regatta events.

The stately, roomy Victorian mansion with its ample grounds in the [illegible] exhibits both old and [illegible] handwork and crafts.

A program, with Dudley Goff [illegible] held on the lawn, weather permitting or in the recently renovated basement of the museum in case of rain.

Old Time Songs

[illegible] Clark [illegible] Bridget [illegible] by [illegible] [illegible] MC Goff [illegible] by [illegible] [illegible] Wagner [illegible] [illegible] Portland [illegible] [illegible] [illegible]

Joe Dyer's Career as Shipbuilder Ranges From Salmon Crate Craft to Minesweepers

By JANE EATON

On the Dock ... Tales ... Joe ... career ... crate ... Willa ... grain ... skill ... AMECO ... Dyer ... Joe ... Dyer ... AMECO ... Douglas McKay, wife of the former Oregon governor, was upon hand for the launching of the Dash's majestic move from the platform to the Lewis and Clark river, and as the plant newspaper reported, "there was served the most immense cake ever baked in Astori

Other non - magnetic mine sweepers constructed by the plant were the USS Detector Oversseagul Gulbevereet and Onvervaard. The latter three were turned over to The Netherlands and are now in the NATO fleet

Joseph Dyer had come a long way from his sailboat of salmon crate and curtain

Dyer, born in South Bend, Wash., came to Astoria at the age of four, when his father took over the managership of Old Kinney Mill. He received his diploma from AHS in 1917, but missed commencement exercises by two months

He was called to serve h World War I in April. As a member of the Naval Reserve, assigned to the USS Goldborough, a steam torpedo boat, he went to Aberdeen Here the ship's crew established an on... where Dyer saw several submarine scares.

In 1933, he received a degree in mechanical engineering from Oregon State, and came home to work for the architectural firm of Diamond and Bartlett, where he helped design buildings to replace those razed by the fire of 1922

Dyer recalled that when Puget Sound boys came to town for competition in the Regatta, they would often bring sleeping bags and bunk at AMECO Near morning Geo his wife, would whip up a hearty pancake breakfast for all of them

Facilities Expanded

And then, during the war, AMECO hit an upswing calling for expansion of facilities In 1941 the yard received a Navy contract for construction of four minesweepers Two 300-ton ways were added along with four building sheds, metal, machine shop and electrical shops

Total wartime construction included 16 minesweepers, two patrol craft four 65-foot tugs, 15 65-foot tugs, two refrigerated cargo vessels and two commercial draggers War work was completed in 1945

It was then that AMECO established a branch of the plant at Tongue Point. From 1946-60 the company overhauled some 250 ships in the Reserve Fleet

We have always appreciated the effort the whole county put out for AMECO," Dyer said During the war, 90 per cent of the shipyard's employees were Clatsop residents. Many left their own trades to help out in the effort And women with husbands or sons at war turned out too mostly working on assembly crafts at Port Docks and a dozen or so at the yard

And the man at the helm, although his modesty prevents his admitting it, was primarily responsible for the beautiful labor relations always enjoyed at AMECO

Wed in 1929

Dyer and his wife, the former Geneva (Gero) Thompson were married in 1929 Their only son Tom, a graduate of Stanford, teaches Naval engineering at Annapolis Lt Dyer and his wife have three children Dyer takes a dim view of today's draft dodgers, emphatic in his feelings Today's youth should be proud to serve their country as their fathers and grandfathers did before them, he said Dyer believes that the service plays an integral part in the maturation of young men "Every boy should spend some time in the service as a part of growing up" he said

Dyer has long been active in state and civic affairs and in 1960, the public paid tribute to him for his services by awarding him the Distinguished Service Award as Astoria's senior first citizen.

He was in the Oregon State Legislature from 1949-53 has been a members of the State Marine Board since 1959 and is current president of the Columbia River Maritime Museum

What is Dyer's idea of boating, of course Aboard their 65-foot yacht Merrimac And he still helps out at AMECO whenever he's needed offering his expertise on the nautical

Shipbuilder Joe Dyer

Young Seaman Tom Dyer

Experience ... [illegible] ... salmon sticks by using the heart, liver, fish, and smoking it

Museum Living Monument To Salty Columbia River Pilot

FINE PIECE of carpenter Gothic architecture was contributed to Astoria by Capt George Flavel Built in 1883 as Flavel mansion, house was deeded to Clatsop County by captain a granddaughter Patricia at her death in 1833 to become Clatsop County Historical Society Museum

March 6-1967

OREGON JOURNAL FEATURES

By TED STOKES
Journal Special Writer

"Sea Capt George Flavel of Astoria never went to sea where he would not go himself," a Clatsop county historian explained

For nearly 48 years Flavel (1823-1893) was one of the most prominent mariners in shipping circles on the Pacific Coast He was given the first branch license ever issued to a Columbia River pilot by the Territory of Oregon

Born in New Jersey in 1823, when James Monroe was President of the U.S., Flavel departed Virginia in 1849 as master of his own ship which was laden with merchandise for California. He sailed around the Cape Horn

In 1850 Flavel came to Astoria in the ship Gold-hunter Later he took the schooner California as a pilot craft to run in opposition to the Marv Taylor, then acting as a pilot boat With his new pilot's license (1850), he started out to give better pilot service on the Columbia Bar and River He wanted to be No 1 in pilotage and tonnage

HE COMMANDED the Petty and run the Goliath between Portland and San Francisco This was for both passenger and freight (1851) Later he bought the schooner Hallyona and an interest in the ship Jane A Fassenbrog

In the early 1850s he married Christina Boelling of nearby Young's River She was a little girl of eight years when she came with her parents to the Astoria area in 1847

By clever management, Flavel succeeded in ending the competition of the Mary Taylor and secured full control of the bar pilotage work.

Capt Flavel became as a pilot was established by his heroism in connection with the wreck of the General Warren, a 300-ton sidewheel steamer lost on Clatsop Spit Jan 28, 1853 He saved 10 lives, although 42 were lost

CAPT. GEORGE FLAVEL played major role in development of commercial shipping at mouth of Columbia River.

FLAVEL PILOTED the steamer General Warren to the river mouth and returned to Astoria on a pilot craft. Capt Charles Thompson, the master, then assumed command of his ship, a storm came up and the captain signalled for a Flave. pilot craft to bring the General Warren back to Astoria It was Jan 28, 1852

The storm held Flavel in the harbor until 3 p.m. on the following day Jan 29 Aboard the General Warren again Flavel said the ship should ride out the storm The frightened passengers urged him to proceed into the harbor against the storm.

Later came shrouts and shaking fists Even Capt Thompson urged Flavel to proceed into the teeth of the storm

In desperation Flavel said 'Very well, if you insist on going, I'll take you in But I refuse to take any responsibility for what might happen" He added firmly, "We can be saved [illegible]

THE GENERAL WARREN made little headway against the storm Pilot Flavel wanted the anchors dropped Capt Thompson said "no" and ordered the vessel beached on Clatsop Spit sands Flavel was opposed to this action but did what the master wanted The General Warren was beached at 7 p.m on Jan. 28

There were heavy seas and deep water between the stranded ship and the shore, north of Fort Stevens

Capt Thompson did not know what to do now Pilot Flavel said he would take 10 men and launch the only lifeboat not demolished by the seas and row and sail for Astoria and help

Flavel ordered the lowering of the boat into the surging sea By Flavel's superior skill in boatmanship and with the aid of the tide, the 10 men made the run to Astoria in about three hours

AT ONCE a large whaleboat and a fresh crew with provisions was obtained by Flavel in Astoria Returning to the scene of the wreck, nothing could be found of the General Warren

The following morning, Jan. 30, broke clear and calm The beach was combed in the hope of finding survivors But only dead bodies floated in with the tide, one of them was Capt. Thompson. Sections of the ship were strewn along the sandy beach. A young married couple was found on the beach covered with seaweed their hands still tightly locked

This was the first steam vessel lost on the bar

Capt Flavel was present ed a gold medal by the people of Portland for his part in the rescue

In the mid-1850s, Capt Flavel established the longtime record of sailing from Astoria to San Francisco in 3½ days

THESE WERE the days of high adventure on the river and waterfront Stories were told later of shanghaied sailors, dock fights and smuggled Chinese During the Capt Flavel heyday, legend has it that he nevertried to explain the presence of mysterious lights along the Oregon coast

In 1858, he had become so prosperous in the pilotage and towage business that he designated much of the work to his officers and devoted more time to his waterfront property holdings and timberland From 1858 to 1869 he held a virtual monopoly over shipping in the Columbia River His rates were high but he gave good service

Capt Flavel brought the Victorian age to bloom in Astoria with the erection of a huge mansion at 8th and Duane He built the residence in 1883, at the height of his career

One of the outstanding features of this historical home was the number of elaborate mantels of crown woods Flavel was never a hobby with the captain, who loved to visit and hunch

THERE ARE six fireplaces, all different. Surrounding the fireplaces are the woods of mahogany, walnut maple and rosewood The shutters in this four-story structure are rosewood Panelling in the rooms is of polished redwood, Philippine mahogany and other rare woods The washbowls are marble

Tilings of the six hearths are all imported, each from a different European or Asiatic country.

High over the gingerbread mansion is the colonial dome or cupola Flavel could watch the mouth of the Columbia River through a spyglass from that commanding position

IN 1887 Flavel retired from business He had been somewhat abused by public and press for years Yet, less than a year after he retired, the shippers that he had served so well expressed a desire for his services again — even though he demanded high rates

After a short illness he died on July 2, 1893. His obituary stated that he was worth over a million dollars

[illegible] who died in 1833 (birth 1856)

The Captain's great-granddaughter Patricia ... deeded the house and lot to Clatsop County The county deeded the estate as a museum to the Historical Society ... Astoria and the house and lily-pond grounds attract thousands of tourists

"We can't go around pickling city blocks—or anything else. That's not what history's about; everything we do here is of great immediacy . . ."

For years the Oregon Historical Society was a vast accumulation of loot stuffed . . between the inner and outer skins of the old Public Auditorium

Thomas Vaughan:

The Man Who Guards Our History

By Carl Goha

HISTORY'S not for old folks, gray-haired ladies rustling about in hoop skirts and ruffled bonnets through musty buildings that include at least one stuffed elk head, or, if you're lucky, a whole elk and probably the first wagon ever cleaner in Grapevine, Oregon. If that's your notion of the Oregon Historical Society — forget it.

"History is big business these days, if you're in any kind of active business," says Thomas Vaughan, Executive Director, the Oregon Historical Society. "Here at the Society we serve every segment of the community — business, professional, education.

"We can't go around pickling city blocks — or anything else," said Vaughn.

"That's not what history's about; everything we do here is of great immediacy, it's now.

"Really, all history is is communications. Tell your wife or boss something that happened an hour or a day ago and you're in it.

"We like to think of ourselves as a great regional research center. We serve rather as a linchpin between past and present. One way or another everything we do, everything going on now is related to the past, and this organization is the great reservoir of the past . . . Our prime interest is the preservation of information.

"We're a publishing house, a vast library . . . take the telephone calls I've had this morning: there was from a geneticist studying heart disease, he was interested in family names per se query — it appears we'll be able to help. Some one else called about river lore.

"Look at the different events we've seen the years," he said pointing to several early views on the office walls. "Telephone poles being located . . . This individual is digging the county seat monument at a river gravel bed. It was his father's property, and his father's bed from the river changed course over the years. He's trying to prove his grandfather legally took gravel from the bed in 1908 . . .

"Each are some of the attractions when the handsome new Historical Society Center on Portland's elm-studded South Park blocks. The total aim, however, is not that of a place of bygones, a far cry from the stereotype museum.

Also, a far cry is author historian Stewart Holbrook's one time description of the board as members sitting around a table looking like melancholy prince . . . But Holbrook, himself a sometime member, would be among the first to admit, were he alive, that the proud structure at SW Jefferson and Park is no more than the sum of ceaseless efforts of those pioneers and predecessors.

For years the Oregon Historical Society was a vast accumulation of loot stuffed in nooks, crannies, closets and reception rooms lodged between the inner and outer skin of the old Public Auditorium. Things began to change however, shortly after World War II.

A letter in 1954 to a young history major doing pre-doctoral work at the University of Wisconsin brought Tom Vaughan to Portland. Vaughan recalls that letter from Dr. T. H. McLaughlin asked vaguely something about "Are you still interested in history?" Vaughan's quick answer was that he would be interested in anything that would get him out of Madison. The study Mr. McLaughlin then shed at . . . "What's the use? . . . you can't do nothing great . . . ship of the Society . . .

"Start answering the telephone," Vaughan replied and wondered he was doing so very few weeks.

Thomas Vaughan was born on Seattle in 1924. The family in the middle '30s moved to an acreage in the Tualatin Valley to raise nuts. Vaughan's . . .

"We like to think of ourselves as a great regional research center. We serve rather as a linchpin between past and present . .

rude awakening . . .

"The Depression years . . . I never forget . . . so broke it was for my parents. I'm sure it was a result of a lot of love for the seven of us children. It was almost a Mormon existence. The towns they may not have known where the next day's money was coming from . . .

"The country in the twenties left a very deep impression on me. In a personal impression, you might say I developed moods of the times . . . was in rural America. I remember how . . . every tree and . . . important — flies, were . . . ar . . .

"We had a team of . . . ickles, of horses, . . . ling sacking suits . . . combat them was a river of great log houses, a thing that is no longer seen. I worked in the woods . . . in mills. Mostly I remember the sounds, the voices of the men . . . the sounds of a river — always these were the sounding echoing, like electronic . . .

"That was the time of the handsaw and the ax. The big power was steam. Everything they did was ass and heavy work — there was the pull-saw, pull-saw, rippers in the woods, in the . . . the head bucker was proud of his crew . . .

It was . . . three I knew labor there in a way a special way to do it — almost an art . . . a w . . . was the shoes, earth. Jobs were tough to get then. I can still those jobs I wanted a job with . . . I was [illegible] Vaughan's . . . now a . . . I admire . . . ing . . . were as . . . and . . . pile of . . . cable . . . grad . . . and . . . the country . . . to . . . to . . . and . . . The . . . got into my . . . Think . . . salary . . . between . . . Four . . . quality. The old mountain . . . set, the fu . . . loggers and traders canoed down C . . . Columbia and then . . . the . . . Portlanders . . . today, when it . . . set of snow in Tuality. I am there then . . . the . . . cattle . . . wealth which was . . . down in the . . . now . . . and . . . be . . . where . . . Tualatin and Tualatin . . .

. . . I was . . . the . . . pioneer . . . of . . . cattle . . . and . . . [illegible] . . . [illegible] . . . [illegible]

Sacajawea More Honored Than Any Other American Woman

By TED STOKES
Journal Special Writer

SACAJAWEA was woman in Lewis and Clark Expedition has more monuments than any other American woman. Best known monument to Shoshone Indian woman is in Washington Park in Portland

...Washington
...Bird
...entry
...and
...Indian
...Dakota
...Together
...To
...Mandan
...Chief Charbonneau.

...ow for
...buffalo hide. He kept her in
...his lodge until she reached
...womanhood and then he
...married her.

The Lewis and Clark Ex-
...party spent
...nights at Fort Mandan in
...what is today North Dakota
...where men needed
...shelter that was warm more
...than the Indians, who
...played Lacrosse on the ice,
...raked, with the temperature
...at 35 degrees below zero.

At the nearby Minnetaree
...village the services of Char-
...were acquired as
...He could con-
...verse with the Mandans, the
...Sioux and the Minnetarees.
...Sacajawea knew these lan-
...guages and her native Shos-
...one.

SACAJAWEA came into the white man's camp on Nov. 11, 1804. She was pregnant. Sacajawea agreed to accompany her husband in the Pacific. The leaders of the expedition figured that she offered their only chance of conversing with the Rocky Mountain Indians.

Sacajawea's son Baptiste was born on Feb. 11, 1805. The party of 20 men plus Charbonneau, wife and child, left Fort Mandan in canoes for the venture into the unknown on Apr. 7, 1805. Sacajawea recognized familiar landmarks.

...Shoshone Indians
...ross the Rockies
...Expedition. In a
...Lewis and Clark
...River she was certainly
...Indian people.
...and the cattle of the
...by Mexicans and sheets of
...the corporation, Alaska

On May 15 1805 he
...signers of Charbonneau, at
...short ended the Lewis and
...Expedition. In a
...Shoshone
...River she was certainly
...Indian people.
...and the cattle of the
...by Mexicans and sheets of
...the corporation, Alaska

On Aug. 17, 1805 the party
...reached the Yellowstone. Ter-
...rors of the Rocky Mountains
...they however were fired

...on page 2, column 6

SACAJAWEA, showing great ...ledge of
...reased the shorts on the
...water and everything else
...that would float. The rest
...of the expedition got
...through.

On Aug. 17, 1805 the party
...reached the Yellowstone. Ter-
...rors of the Rocky Mountains
...they however were fired

Camas bread. He was most helpful to the expedition and supplied them with food and horses.

Going westward now was all new to her. All this time she had been carrying little Baptiste on her back. She was a great asset to the party.

During this period, as before, she was noted for her humor, modesty, poise, bravery and resourcefulness. Capt. Clark called her "Janey."

On Nov 7, 1805 she ...her first view of the Pacific Ocean breakers from the mouth of the Columbia River. The party tried to cross the mouth in canoes but the storms threatened to swamp their craft. They went up the river about 15 miles, crossed over and came down the south shore of the Columbia.

CONSTRUCTION of winter quarters at Fort Clatsop was begun near Astoria Dec 8, 1805. When the fort was almost completed, Chrismas Day, the Charbonneau family was given the quarters on the east.

Five days later the structure was completed and named after the local Indian tribe. The Clatsops, Chinooks, Cathlamenets and Tolamenkes were the most frequent visitors.

The Indians had been in contact with white fur traders from sailing ships for at least a dozen years. Although the Redmen possessed a few old muskets, they mainly used bow and arrow for hunting.

News of a stranded whale on a beach about 25 miles south excited the garrison members. Captain Clark organized a small party to make the journey south.

Sacajawea begged to go, pointing out that she had come a long way to the great waters now that a sea monster was ashore she was especially anxious. She was permitted to accompany the party.

THE PARTY climbed up what is today Tillamook Head. On Jan 8, 1806 Capt. Clark wrote in his journal:

Today I beheld the grandest and most pleasing prospects which my eyes ever surveyed. The whole party had just viewed a ...condition of what is ...Cannon Beach.

They cut through brush and woods to the beach and walked for two miles on the sand. Clark called the area Ecola. When they arrived at the whale, there was only the skeleton left. The local Indians had cut up the body. The whale was 105 feet long. Clark was able to get only 300 pounds and a few gallons of oil.

The party left Clatsop Jan. 10, 1806. Some of the men stayed to help the salt makers at the salt station.

On Mar. 23, 1806 the Corps of Discovery embarked in party ...on the return trip to ...tion, the United States and home.

ON AUG. 12, 1806 the party, wondering what was next, reached a point where the Missouri and the Yellowstone rivers met. Soon the Charbonneau family separated from the Lewis and Clark Expedition. Charbonneau received $500.32 for his work as interpreter. Sacajawea, who had made some of his blunders and been forgiven nothing.

Her son was now 19 months old. Later Charbonneau deserted his family.

The Lewis and Clark party reached St. Louis Sept. 24, 1806. They were welcomed as from the grave. The nation had gradually given them up for lost. For a time they were great heroes, but there was a new menace for the public attention—the War of 1812.

Some historians say that Sacajawea died Apr. 9, 1884 in Dakota Territory (Wyoming Agency). She said she was Sacajawea and revealed investigators a vast knowledge of the Lewis and Clark Expedition.

Baptiste was educated ...er by Capt. Clark. He served in the Army in the Mid... and elsewhere with Gen. Fremont.

Monuments and memorials to that first woman of ... and ... ton ... the one in Portland.

On A Clear Evening, Ghosts Walk

BY TED STOKES
Journal Special Writer

The old unused Tillamook Rock lighthouse, a mile off the Oregon Coast at Cannon Beach (Ecola), now is a focal point of mystery.

The lighthouse is abandoned as an aid to navigation. The deserted isle is accessible by boat for a close-up view only on a few calm days in summer.

Some permanent residents of Ecola say that on certain evenings of the year, with a clear sky and the bright ceiling sun low on the watery horizon, the great optical prism lights at ...

"It's only the sun," say a few of the beach dwellers. Others exclaim: "It's the returning ghosts of former keepers."

THE LIGHT'S primary purpose was to warn ships seeking entrance to the Columbia River. All personnel and supplies were landed by a derrick boom equipped to handle a benches buoy or cargo net.

The beacon once gleamed from the tower above the sea with 15,000 candlepower. No craft, regardless of size, could get within 50 feet of the rock without risking destruction.

Work started on the light station in 1879. The light was turned on Jan 21, 1881, it was turned off in 1907.

About the early 1880s, a keeper — one among several on the rock — decided to turn in early to bed one evening. He opened the portside, switched off the light and jumped into bed.

AFTER TOSSING, turning and dozing for about an hour, he suddenly awakened with a start. He was positive he heard footsteps. Only one man was on duty; the rest had retired. Every nerve in his body was tense. Maybe it was just the mounting wind and the roaring sea.

Thus another footstep was heard. The lightswitch was at the far end of the room. He pitched himself against a possible nightmare. Something swished by his face and neck, he could even feel the wind of the action. He began to swing his arms to ward off the intruder. Visions of a knife came to mind.

Finally he leaped from bed, put pillow in front and charged. Something tripped him and he went sprawling across the floor. He got the light on and faced his assailant.

IT WAS a mammoth white goose! Evidently blinded by the beacon above, it had flown through the open portthole and stunned its wing on resist. Each flap had sounded like a footstep. The most dreaded moment came apparently, when the bird leaped up on the bedside chair and its wing flapped across the keeper's throat.

The keeper took the bird to a sheltered outside corner of the lighthouse and made haste to return to bed. He never saw the phantom goose again.

Lighthouse keepers of the old school thrived on superstition. It was generally accepted among them that Tillamook Rock Lighthouse was haunted. One keeper, some years back, never could offer a solution for the eerie sounds that frequented the tower on winter nights. He reasoned that a ghost must be as good an explanation as any.

AT ANOTHER time the keepers were discussing a story of a ghost ship. It was mid afternoon, mists, and a form of a ship suddenly appeared to the northeast.

One keeper said, "Looks like the 'Flying Dutchman'."

They all peered intensely. The head keeper said: "Isn't it headed for the rock?"

One of them replied: "Say, that is no ghost ship — that's the Manzanita, our leader, bringing coal and supplies." And so it was.

The youngest in the crew asked later: "The Flying Dutchman? What is the full story?"

REPLIED the head keeper: "The Flying Dutchman is a legendary phantom vessel. It is said to haunt the seven seas, and the sailorman who sees it believes that it tells of impending doom. Its skipper is supposed to be a Capt Vander decken."

Sea birds, said one keeper, are supposed to rise with the first rays of the sun. But he made the discovery that on Tillamook Rock the birds apparently stay up all night trying to out-scream each other.

There is a good view of Tillamook Head from the rock. This headland has a primeval forest reaching 1500 feet above the restless sea. The woods are said to hold deer, elk, bear and cougar, either in the past or at the present.

THE STORY of the Lupata shipwreck was a favorite among keepers on the rock for decades. She was a British bark, 1300-tons which neared Tillamook Rock, drifted aimlessly, and ran aground on Tillamook Head. There was the loss of her entire crew of 16 men. The Lupata was in a fog, had a sad story to tell.

According to Capt H.S. Wheeler, superintendent of the lighthouse construction on Tillamook Rock, the weather was steady and a strong southeast wind was blowing on Jan 2, 1881. At 8 p.m., the lighthouse keepers heard loud voices which penetrated the ghostly gloom. "Ahoy!" it could be heard above the waves.

Wheeler, realizing that a ship must be in trouble near the rock, ordered lanterns lit. A fire was even started atop the rock, from which it could see the image of a great sailing ship, it was possibly 600-yards away. The rock light was not ready for use yet.

Ghosts of past day come back to haunt Tillamook Lighthouse.

...ed
...ed
...ed

Festivities Planned . . .

Rousing Welcome Due Walldorf Group

By PHILIPPA MARQUIS
Social Editor

[illegible] from city of Wall[illegible] Germany, Astoria's sister city, and their delegation have a rousing welcome awaiting them when they land at Portland International airport August 18.

But only is a week-long round of events being planned for them in Astoria, including all the Regatta celebrations and two colorful festivals, but Portland and state dignitaries will also be there, a welcome as well as they will be met at the inter[illegible] in Portland [illegible] by [illegible] Astoria [illegible] Mayor Harry Steinbock and [illegible] Astoria [illegible] greeted [illegible] Astoria [illegible] will start with a welcoming reception at 1:30 p.m. and they are free to the public.

Featured there will be dances and songs of foreign countries, in an elaborate setting, performed in costume, and a soccer game between a German team and an Irish team. Highpoint of the day, will be the International smorgasbord, combined with an American beef barbecue prepared by the Knights of Columbus, the only event of the day for which admission will be charged. Tickets for the barbecue and smorgasbord which will feature hot and cold dishes from many lands, are on sale at the chamber of commerce [illegible] news stand, Lovell Auto company, Steinbock's Pharmacy and Adelaina's Art Needlecraft and Apparel shop.

Doors Open At Noon

Doors to the international and the state exhibits open at noon at the center, the reception and program follows at 1:30 p.m. with the arrival of the German delegation, the soccer game will be held at Chessman field at 2 p.m. and the dinner starts at 4 p.m. in hangar one. During the afternoon, in the Job Corps library, films on the Astoria story and the Tongue Point story will be shown to visitors and residents alike.

The whole event is being managed and arranged by the Job Corps boys who want to contribute something to their new community during the visit of the people from Walldorf. They are being assisted and advised by Adelaine Sather in the program and smorgasbord.

Monday marks sightseeing day for the visitors, who will be taken to museums, the Astoria Column, Fort Clatsop and other spots of interest, followed by a typical Astoria potluck supper, featuring a whole roast turkey, served at the attractive home of Mr. and Mrs. Paul Austin in Brownsmead. Arne Rautio is chairman of Monday's schedule for the guests.

[illegible] the burgermeister [illegible] mayor of Walldorf and his entourage will leave early by private cars for Portland, where they will be given a brief tour of the rose gardens Japanese gardens and Washington park with luncheon at noon in the Mayfair room of the Benson hotel with the Portland Rotary club. Mayor Steinbock and a German visitor will be speakers. After lunch, they will drive to Salem for a 3 p.m. appointment with Gov. Mark Hatfield at the state capitol, followed by a tour of the building, and a drive back to Astoria along the coast, with a stop for dinner along the way at some picturesque spot.

Beach Picnic Set

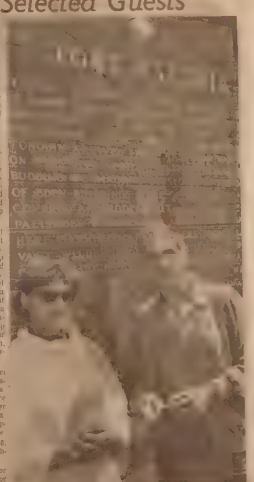
Wednesday is Gearhart, Seaside and Cannon Beach day with Cannon Beach Mayor Gerald Gower and Mrs. Gower, co-chairmen arranging for a tour and luncheon. This will be followed by a beach picnic at Sunset Norway park in Gearhart, to be open to the public, which is asked to bring its own picnic fare. Hiram Johnson is chairman of the Sons of Norway committee for this event, with Mrs. Wayne Olmsched assisting with picnic arrangements. Ray Lee is back in making plans to have a

Historical Museum to Get Cleaning

[illegible] Here armed and ready to go to work, are, from left, [illegible] Mesdames Ray [illegible] Wells and Olive [illegible]

Astoria Oregon 97103 Architects [illegible] 1966

Air Force Couple En Route To Texas Selected Guests



Lt. Col. and Mrs. Ralph Bates, of Anchorage, Alaska, got to know Astoria today. As hospitality guests, the couple was given a grand tour of the Astoria area. They are pictured at their first stop, Fort Astoria.

Lt Col and Mrs Ralph Bates, driving trough Astoria en route to Texas, were having trouble with their camper pickup truck. So following the advice of a friendly couple they had met at Megler, the Bates entered Astoria and went to a local automobile repair shop. While talking to the repair man, Bates noticed that a policeman had stopped to speak with Mrs Bates.

"Boy, what have I done?" Bates asked. Then the Bates learned that they had been selected Astoria's hospitality guests for Wednesday. They were introduced to their hospitality hosts, Mr and Mrs Ned Thorndike, who had advised them earlier in Megler to stop in Astoria for repairs.

The couple then stopped at Fort Astoria, where they met Mayor and Mrs Harry Steinbock. Next they visited Clatsop County Historical Museum and lunched at the Sea Fare restaurant. Later the couple toured points of interest in the Astoria area, including Tongue Point Job Corps Center, Columbia River Maritime Museum, Clatsop college and Fort Clatsop National Memorial. The tour wound up at Astoria Column where the couple was interviewed by local radio stations.

Bates a Lieutenant Colonel in the Air Force has been stationed in Anchorage, Alaska and he said he and Ruth are now travelling to their former home in Wichita Falls, Tex. Bates will be stationed at Sheppard Air Force base near there.

The Bateses have one son, Tim, who is waiting for them in Wichita Falls.

The Bateses thanked Mayor Steinbock and the Thorndikes for extending them such a warm welcome. "We're delighted to be your guests," Mrs Bates said. "This is the first time anything like this has ever happened to us."

May 16 - 1967

Victorian Home Novel Setting For Historians

The newly restored Victorian home of Mrs. Vera Gault on the corner of 16th and Franklin was setting for the Wednesday night meeting of the Clatsop County Historical society.

Mrs Gault who has graciously opened her home for many teas and at-homes since its recent restoration, gave a brief history of the old home, that was [illegible] school [illegible] was one [illegible] to [illegible] interesting [illegible] circular [illegible] the [illegible] name [illegible] during repair and restoration of the [illegible] [illegible] [illegible]

...ers are caught here during a ... to their departure from the Clatsop Airport for Seattle. Lucy Hatcher, ... a Piper Cherokee, and Rita Gunn, right, will be the co-pilot. The ... and will cover over 2, 700 miles.

Astoria's first hospitality guests were greeted Monday ... After the introductions, from left to right, Mr. Thorndike, Mrs. Thorndike, Mr. Rob Scott, Police Chief Paul Bertoli, Mrs. Scott. The Scotts thought the idea of a hospitality week was "marvelous".

Four of the instigators, arrangers and leaders of the historic tour of the Long Beach peninsula Sunday, are shown when the seven cars from Astoria met the long caravan of cars from Cathlamet, South Bend, Raymond, Menlo and peninsula communities, at the junction of Highway 101 and the road from the ferry. From left, Frank Johnson, produ... Mrs. Alta Schaix, Mr. and Mrs. Scotty Clark, Mrs. M.E. Master... son, Charles ... Mr. and Mrs. Reed, Mrs. Philippa Seaborg, Mrs. Elsie Nordgaard, Mrs. Ira Miner, Mrs. Hazel ...

Guests Sirened

Astoria's hospitality week is off to a good start with the first guests being "pleasantly surprised" by the events ... following their arrival ... Astoria ... the ferry. ... the initial events, before the arrival of the guests were ... with ... Firemen ... ashes ... regarding ... to cross the street in the ... Sirens ... unexpected shouts ... passing ... Papers ... were ... to give ... reasons, between ... the ... matters were ... and, as ... time the guests ... stopped ... and ... their papers at the ... and ... to be ... again.

Just as the car carrying the guests ... the ferry ... a motorcycle ... overheard ... siren ... right onto the ... second ... the cars ... left ... town ... before the ... car ... and ... proper belongings, to the ... guests ... was ... downright ... beneath ... and ... Francis ... had ... Peter ... stopped ... and ... shouted ... behind ... The ... somewhat ... puzzled ... driver ... gave an ... opinion ... realized ... that ... was ... under ... escort ... by ... sirens ... shouted ... and ... waved ... squeezed ... out ... and ... away.

Monday's guests were Mr. and Mrs. Robert Scott of Las Vegas, Nevada. They were ... greeted ... with ... from ... the ... Earl ... and ... treated ... to ... hospitality ... with ... Mr. and Mrs. Ned Thorndike. The guests, ... known ... conventioneers, were ... given ... a ... tour ... of the ... and ... special ... treats ... including ... The Scotts ... names ... people ... of ... and ... complimentary ... copies ... the ... Press ... will be sent to them.

Sunday August 29th 1965 PHILIPPA SEABORG 21 Page 12

Victorian Arts Festival to Furnish Picturesque Conclusion to Regatta

... club will present a continuous ... program ... music ... to the ... Because the fine old grand ... and ... Steinway ... are ... Astoria ... Auditorium ... this unit. She will present a ... modern interpretive dance ac... companied on the piano by her husband John Kennedy. Mrs. ... Mr. and Mrs. ... Lagerer ... Mr. and Mrs. ... Lagerer ... who will dance "The Swan" a ... Saint ... Saens ... Caprice ... who will dance to the ... Irish melody "Greensleeves." ... Members ... of Mr. and Mrs. ... Feeney ... will present an interpretive ballet to the music of "Exodus." ... and ... Carol Mestrich, daughter of the Chris Mestrichs, who will dance the role of "The Tiny Rose."

A special guest will be Starla Stuller, former dance student of the Madden School, now a ... student ... at ... Portland ... Junior ... College.

The ... will be set with heirloom silver and antique china provided by Mrs. ... Other ... decorations ... will ... be ... arranged ... by ... a ... group ... of ... antique ... cars, ... several ... local ones ... and ... others ... to come down from Portland with Mrs. James Leahy, a member of the Astoria Leahy family, who pio...

... daughter, wife of Capt. George Flavel, first Columbia river bar pilot, who were the first occupants of the fine old mansion.

The yards surrounding the home will offer their share of interest throughout the afternoon with garden furniture for the comfort of the guests ... the ... tea ... which ... will be ... served ... throughout ... the ... afternoon ... for ... the ... museum ... and ... the ... Flavel ... home.

Stars Tab Hunter

Movie Filmed In Gearhart

... Bernice ... Butterfield ... Young ... who had spent summers in Seaside and Gearhart since 1902, and had compiled a history of this area and its pioneer residents, died June 11 at a Portland hospital after a short illness.

She was born in Portland ... September ... and ... graduated ... from ... Portland ... Academy.

Because of her association with the coast area throughout her life Mrs. Butterfield kept up a detailed account of the lower Columbia area and Clatsop county, and ... data dealing with the pioneer people and places. Much of this material, yet in raw form, will go to the Clatsop County Historical society, where it will be available for reference and historical research.

She is survived by her husband Thomas Young, Portland; two daughters Mrs. Robert F. ... of ... Portland and ... Mrs. ... of ... Portland; eight grandchildren ...

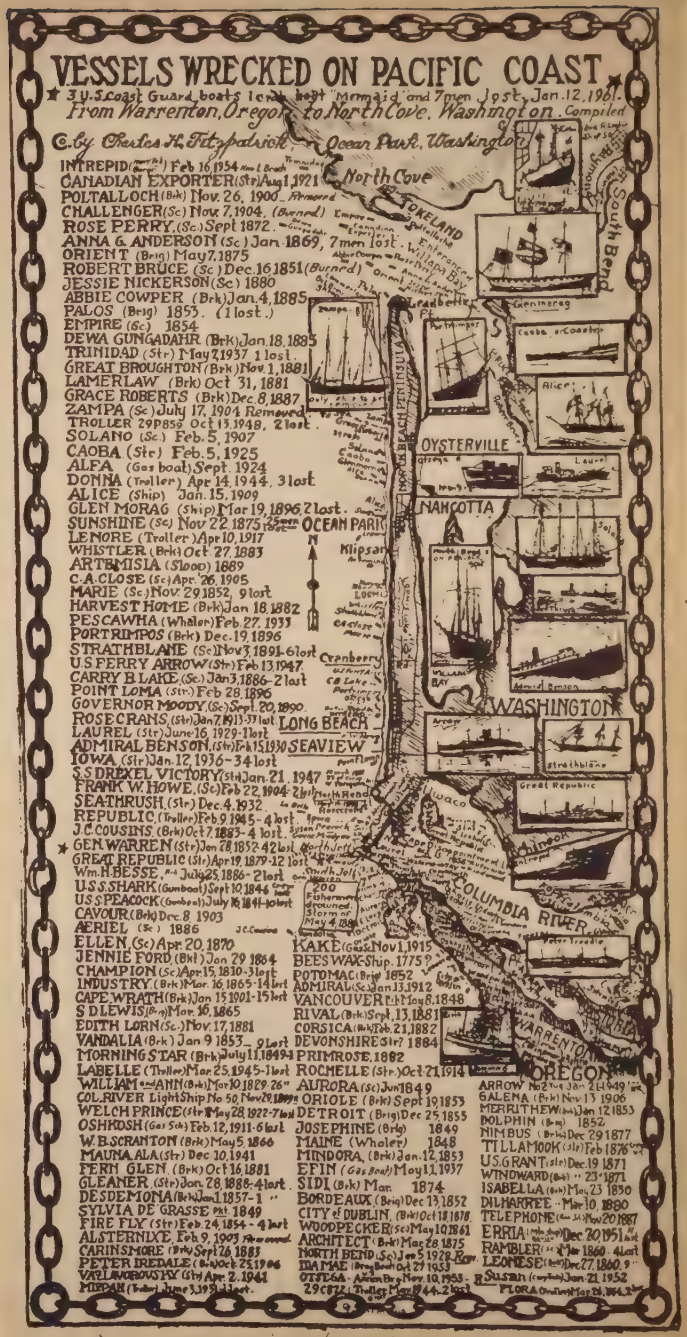
Services, under direction of J. P. Finley and Sons, will be held Tuesday at 11:30 a.m. in the chapel of Riverview cemetery, Portland with vault entombment there.

... also feature Jerry Porche and Bill Wilcox, both of Gearhart.

Historic Tour of Peninsula Brings 81 in Car Caravan

... NEWS: Eighty one ... history-loving county seat for a few years following ... Astoria, Cath... lowing demise of Pacific City ... Mrs. ... Mrs. ... Mrs.

Astoria Easter in the 1880's



Oregon Journal
[illegible] 1969

OREGON PERSONALITIES

Museum Living Monument To Salty Columbia River Pilot

FINE PIECE of carpenter Gothic architecture was contributed to Astoria by Capt. George Flavel. Built in 1883 as Flavel mansion, house was deeded to Clatsop County by captain's grandda...ghter Patricia at her death in 1931 to become Clatsop County Historical Society Museum

By TED NORRIS
Journal Special Writer

... where he would not go him self," a Clatsop county historian explained.

For nearly 40 years Flavel (1815-1901) was one of the most prominent mariners in shipping circles on the Pacific Coast. He was given the first branch license ever issued to a Columbia River pilot by the Territory of ...

Born in New Jersey in 1823, when James Monroe was President of the U.S., Flavel departed Virginia in 1849 as master of his own ship which was laden with merchandise for California. He sailed around Cape Horn.

In 1850 Flavel came to Astoria in the ship Gold Hunter. Later he bought the schooner California as a pilot craft in run in opposition to the Murry Taylor, then acting as a pilot boat. With his new pilot's license (1850), he started out to give better pilot service on the Columbia Bar and River. He wanted to be No. 1 in pilot age and towage.

HE COMMANDED the Petre and ran the Gold...s between Portland and San Francisco. This was for both PASSENGER and freight (1851). Later he bought the schooner Halcyon and an interest in the ship Jane A. Falkenberg.

In the early 1850s he married Christina Boelling of Astoria. Young's River then was a little gulf of eight years when she came with her parents to the Astoria area in 1847.

Clever management, Flavel succeeded in ending the competition of Murry Taylor and secured to him control of the bar pilotage work.

Capt. Flavel's fame as a pilot was established by his services in connection with the wreck of the General Warren, a 269-ton sidewheel steamer, lost on Clatsop Spit Jan. 29, 1852. He saved 10 lives, although 42 were lost.

CAPT. GEORGE FLAVEL played major role in development of commercial sh...ping at mouth of Columbia River.

FLAVEL PILOTED the steamer General Warren to the river mouth and returned to Astoria on a pilot craft. Capt. Charles Thompson, the master, then abandoned ship. His ship, a storm came up and the captain signaled for a Flavel pilot craft to bring the General Warren back to Astoria. It was Jan. 29, 1852.

The storm held Flavel in the harbor until 3 p.m. on the following day. 29 Aboard the General Warren ...Flavel said the ship should ...

The frightened passen...rs urged him to proceed into the ... storm.

Late ... threats and shaking fists. Even Capt. Thompson urged Flavel to proceed into the teeth of the storm.

In desperation Flavel said, "Very well, if you insist on going, I'll take you in. But I refuse to take any responsibility for what might happen." He added firmly, "We can be saved here."

THE GENERAL WARREN made little headway against the storm. Pilot Flavel wanted the anchors dropped. Capt. Thompson said "no" and ordered the vessel beached on Clatsop Spit sands. Flavel was opposed to this action but did what the master wanted. The General Warren was ... 29

There were heavy seas and deep water between the ... tide, one of them was Capt. Thompson. Sections of the ... sandy beach. A young married couple was found on the beach covered with seaweed, their hands still tightly locked.

This was the first steam vessel lost on the bar.

Capt. Flavel was presented a gold medal by the people of Portland for his part in the rescue.

In the mid-1850s, Capt. Flavel established the longtime record of sailing from Astoria to San Francisco in 3½ days.

THESE WERE the days of high adventure on the river and waterfront. Stories were told later of shanghaied sailors, dock fights and smuggled Chinese. During the Capt. Flavel heyday, legend has it that he never tried to explain the presence of mysterious lights along the Oregon coast.

In 1858, he had become so prosperous in the pilotage and towage business that he delegated much of the work to his officers and devoted more time to his waterfront property holdings and timber land. From 1858 to 1868 he held a virtual monopoly over shipping in the Colum... ...ver through his ...ropylaea from this commanding position.

IN 1887 Flavel retired from business. He had been somewhat abused by public and press for years. Yet, less than a year after he retired, the shippers that he had served so well expressed a desire for his services again — even though he demanded high rates.

After a short illness, he died on July 3, 1883. His obituary stated that he was worth over a million dollars. His wife and three children survived him. The last Flavel to reside in the old mansion was Miss Nellie, who died in 1931 (born 1867).

The Captain's great-grandda...ghter Patricia deeded the house and lot to Clatsop County. The county deeded the estate as a museum to the Clatsop County Historical Society and today the house and ...ground...grounds attract thousands of ... a year.

JOURNAL FEATURES ...the Northwest's greatest!

Letters May Prove to Be Key to Solution Of Mystery Surrounding Loss of Tonquin

By PHILIPPA MARDESICH
Of the Daily Astorian

What happened to the sailing ... Tonquin, out of Astoria in 1811), which remains one of the greatest mysteries of northwest history, may be solved ...

EDMUND HAYES

... ship, then sailing north for more explorations.

"This could be the same ship on which [illegible] Thorpe lay at anchor after leaving Fort Astoria," Hayes told the Daily Astorian Thursday — and that is where we guess" Incidentally, despite a previous rumor that Hayes will be accompanied by his wife and families of the crew, this is not true, he said. This is strictly a male expedition.

Divers on Board

He will make use o... a trailer owned by fisherman Leonard Clay, who operates in those waters and who is deeply interested in the search for the Tonquin. It is his ship that will fly the flag of the Oregon Historical Society, and aboard there will be a scuba diver from Victoria familiar with underwater conditions there. Two Portland men, who enjoy scuba diving as a hobby, Dr. James McMillan and Dr. George Rue, will complete the scuba crew.

Hayes has been conducting his own extensive search to unravel the Tonquin mystery, examining documents in the Maritime Museum in Greenwich, England, and in the Bibliotique Internationale in Paris, besides documents in historical fibers in the U.S. He has also talked to old Indians and descendants of settlers in that area to the north in his search for clues.

However, it wasn't until fairly lately that they came across letters and documents written in 1889 by a Catholic priest, Father Brabant, who was a missionary along the shores of Vancouver Island.

These proved more valuable than anything previously found concerning the tragic story of the Tonquin. Hayes finally confessed. He didn't confess where he had found the letters, however. This is Hayes' secret and is one that may prove the link that solves one of the most intriguing and mysterious annals in the maritime history of the north...

Vanished in 1811

Expedition to Seek Wreck Of Sailing Vessel Tonquin

PORTLAND (AP) — The sailing ship Tonquin which vanished mysteriously off the west coast of Vancouver Island in 1811 will be sought this year by an underwater archeological expedition sponsored by the Oregon Historical Society.

Edmund Hayes, society president and shipwreck ... who first sought the Tonquin in 1936, will lead the expedition.

Tom Vaughan, director of the society, said Hayes has come up with the most exciting and most tangible new lead" ever discovered in the mystery.

The Tonquin was sent by John Jacob Astor from New York Sept. 6, 1810, to meet the Astor party that had traveled overland under Wilson Price Hunt to establish Fort Astoria as a fur trading center.

The Tonquin arrived April 10, 1811, loaded with supplies and Indian trade goods. There was no storage place ashore and the Tonquin was not unloaded before sailing north up the coast to scout for trading possibilities.

It did not return.

Several months later an Indian arrived at the fort and said Capt. Jonathan Thorn and his crew of 22 had been massacred by Indians in a west coast Vancouver Island inlet. He said that soon afterward the Tonquin mysteriously exploded and sank.

Hayes said there was a possibility that some of the non-perishable goods might still be in the hull.

The expedition will use a char... ...tered fishing boat with the latest scientific underwater detection gear. It will fly the Oregon Historical Society flag.

Accompanying Hayes will be his wife, Anna, and several families of men who have been on previous searches for the Ton...

Hayes has examined documents in the Maritime Museum in Greenwich, England, and in the Bibliotique Internationale in Paris in his quest for clues. He is also familiar with Indians and old settlers in the areas where the ship is believed to have gone down.

Hayes did not say what he had learned that caused Vaughan to speak of a new lead.

The expedition is to start in May.

Page 4 THE DAILY ASTORIAN, Astoria, Oregon, Monday, February 14, 1972

Esther Gearhart, Descendant Of Coast Pioneers, Dies

A graveside service was held this morning at Clatsop Plains Pioneer Memorial Cemetery for Esther Gearhart, the last member of the third generation of a pioneer Oregon Coast family.

Miss Gearhart, 84, died Thursday in a Portland hospital, where she had been a patient for some time.

The Gearhart family, for which be...ts of Gearhart was named, dates back to 1848 in Oregon's early history. That was when Philip and Margaret Gearhart, grandparents of Miss Gearhart, came to Oregon after selling their farm in Ohio. Their eldest son, age 21 at the time, was John Wesley Gearhart, later father of Esther Gearhart.

Eventually, Philip and Margaret Gearhart acquired three donation land claims. John Wesley Gearhart became business manager of the land and also a merchant, surveyor and owner of extensive property in Astoria. He owned property on the Gearhart Terrace-Marshall Heights, he platted the area he named it Gearhart Park, and built a hotel on the edge of the woods.

Esther Gearhart's mother, George Lee Neal, came to Astoria in 1902 after graduating from Lewisville College, Ohio. She taught for eight grades at the old Street School. Some of its characteristics, Astoria for the ... and in November ... married John Wesley Gearhart.

They had four children, John Neal Edgar, Philip and Esther.

In 1887 John Gearhart built a residence on Grand Avenue between English and Ninth streets in Astoria where Esther Gearhart was born.

Miss Gearhart's grandparents and parents and a ... [illegible]

... [illegible] ... [illegible] ... [illegible]

Coroners Volunteers on the Job Aug. [illegible]

The antique hay-baler, which had been rotting away in the yard of the Clatsop County Historical museum, was removed Wednesday by three Job Corpsmen, who volunteered for the job. The ancient contraption, too large for exhibit space inside the museum, had become a menace to children who were attracted to it for climbing, and the Historical Society wanted it removed before their Victorian Festival to be held the last Sunday of this month. The boys dismantled the old wooden structure and hauled it piece by piece in trucks furnished by the X-L Service Inc., who carted it away. Mrs. Ira Miller, left, who is constantly interested in and working on the grounds of the museum, is shown "bossing the job" for Job Corpsmen Robert J. North, Philadelphia; Tony Pacheco, Waitsburg, Wash., and Charles Dawson, St. Louis, Mo. Later, equipped with long - handled brushes and buckets of hot water, the three boys washed the high inside basement windows of the museum for Mrs. Miller, who had made the request which the boys cheerfully filled.

Astoria Oregon 97103, Thu

Trainees Clean Historical Museum Windows

Daily Astorian Oct 18-1966

The high, narrow windows of the old Flavel mansion, housing the historical museum, have long proved a problem when it comes to cleaning day. Three community-minded Job Corpsmen solved the problem by volunteering to do the job. Here Robert Russell Conrad holds ladder, while Tony Pacheco, Denver, pops himself at mid-air to put a shine on one of the many-paned panes. Meanwhile, inside, Robert North, Woodville, N. J., was cleaning the upper panes, while Mrs. Russell Snider, also not pictured, polished the lower ones. Fire department lent-shed the ladders, Corpsmen furnished the muscle

Daily Astorian, June. 1st 1967

Capitol Hill School, Portland, Invades Historical Museum

One of the large groups of students making a field trip to the Clatsop County Historical museum this past month was this one of 35 accompanied by teachers and chaperones, from Portland. They are students at Capitol Hill grade school, down

Clark district 5 and Hilda Lahti at Knappa visit the museum recently with Chapman sending a large contingent today.

Houston Home, Once Business College, Being Restored to Original Grandeur

Editor's Note: This is second of two articles on history of the Cherry and Houston homes, both now being restored

By JANE WADDELL
Staff Writer

The old Houston home on the corner of 14th and Franklin against just the colorful and varied history its new owners looked for in their search for a home sound enough to restore. Mrs. Vera Gault, women's counselor at Clatsop college, and husband Bruce Berney, librarian in the Seattle school system, purchased the home when it was placed on the market recently from the Jane Beezley estate.

As nearly as they can tell, the Victorian home was built in 1873, date imprinted on original window latches. Construction work could have been done at the same time as the old Cherry home, now being restored by Mr. and Mrs. Bob Chapping. The two homes are related by the marriage of Helen Virginia Houston to Harry Cherry, the boy up the hill sometime during the roaring 20's.

When Capt. Charles Brown's daughter married Charles Page, a judge, Brown gave the young couple the lot on which the old home stands. The couple lived in the home they built for many years, with the wife's parents two houses down, the grand parents across the street.

Separate House

Circa 1900, Charles Houston, local contractor purchased the home from the Pages. He separated the L shaped house, making two. House now behind was a part of the original. From 1878-1908 this was one of the century of Astoria's social life.

The Houstons were a highly-respected family. Little ones often thought of Mrs. Houston as the "governess's" wife. She was crowned Queen Neil at one of the earlier Regatta celebrations, and her picture hangs in the Clatsop Historical museum. Formerly, Regatta parades turned on the corner of 14th and Franklin so Houston's outstanding property would be background for many pictures.

Just as the property of Charles H. and Mrs. Houston was a real proper, [illegible] and [illegible] Morning Astorian, which from [illegible] the [illegible] Company's [illegible] lands.

Visited Houstons

Marie de Leather visited the Houstons with her mother as a boy. He always [illegible] as an excuse to [illegible] Mrs. Houston's [illegible] At Third [illegible] [illegible] again making [illegible] for the [illegible] and [illegible] [illegible] [illegible]

VICTORIAN ARTS FESTIVAL

SUNDAY AUGUST 28th 1966

10:00 A.M. to 6:30 P.M.

CLATSOP COUNTY HISTORICAL MUSEUM

8th STREET BETWEEN DUANE & EXCHANGE — ASTORIA, OREGON

IN THE GARDEN

ART DISPLAYS – ART SALES – MUSIC

DANCING – HOSTESSES – COSTUMED GUIDES

IN THE MUSEUM

MUSIC BY THE FRIDAY MUSICAL CLUB – IN THE MUSIC ROOM

SILVER TEA IN THE DINING ROOM

ON Th. STREETS

ANTIQUE CARS – RIDES

– SPONSORS –

ASTORIA GARDEN CLUB
BETA MU THETA RHO
BUSINESS & PROFESSIONAL WOMEN'S CLUB
C. C. ASS'N OF RETARDED CHILDREN
CLATSOP COUNTY HISTORICAL SOCIETY
DAUGHTERS OF NORWAY
DEGREE OF HONOR PROTECTIVE ASSOCIATION
EAGLES AUXILIARY
FRIDAY MUSICAL CLUB
JOB'S DAUGHTERS
KNIGHTS OF PYTHIAS
PACIFIC ART GUILD
PYTHIAN SISTERS
RAINBOW GIRLS
U. OF O. JOB CORPS

10-26-66

Hearing Slated Here on Arts, Humanities Group

A series of nine public hear... ing arts and hum... developing a broad ... a program of action ... the proposed commission. ... A hearing will be held in As... Saturday at 1:30 p.m. in ...

In Furbelows of Bygone Days for Victorian Festival Sunday

With frills and fans, plumes and parasols, hostesses at the Victorian Arts festival Sunday at the Clatsop County Historical museum will greet visitors in fine lady, gallant gentleman dress. From left are Mrs. Chester Love, in charge of ... done. ... parade to tea served in dining room of stately Flavel ... Miss Adelaine Sather, general chairman and ... matron of annual Victorian festival, and Mrs. William Leathead (Jeanne Maddox) in charge of dance program to be given, with other forms of entertainment, on lower of museum grounds. Festival, from 1-5 p.m., will conclude week of events honoring guests from Waldorf, Germany, Astoria's sister city. Public is invited to free festival.

Music, Art, Poetry, Dancing To Share Spotlight At Victorian Arts Festival

Daily Astorian Wed. Aug 24 1966

The Victorian Arts festival to be held Sunday on the grounds of the Clatsop County ... torical museum and inside the stately Victorian Flavel mansion is attracting many people from the northwest as well as the evergreen of residents from Mrs. William Gorman, who have extended their visit to Astoria to include the ev...

From 1-5 p.m. entertainment will be taking place continuously according to the Clatsop County Historical society which is backing the festival with the help of many groups and organizations.

In the music room of the ... Friday Musical ... ribbed to pl... ...ent at the after... noon under direction of Mrs. Dudley Goff while in the dining room under the crystal hang... ...delier tea will be served ... Mrs. Ira S. Miller and Mrs. Wil... ...Lord are in charge. Capt. Mrs. Chester Love is in charge of hostesses and Mrs. Trevor Teel and Mr. George Fulton will arrange the centerpieces around heirloom sterling silver tea pots. Tea pots, cups and napkins for the tea are printed in a blue and white pattern of a victorian house similar to the museum building.

Mrs. Murray Smith will supervise the Eagles auxiliary Pythian Sisters, Business and Professional Women's Degree of Honor and Daughters of Norway, who will represent the ... tables with coffee, tea and ... trays of homemade cookies, and Mrs. Helen Bowers will have charge of color-making with members of the Daughters of Norway. Acting as hostesses in the museum and outside as guides will be young men of the Job Corps, Tees Pachees Cadre 1, organized this summer in Phillips. Ernest Herrera, Charles Dwayne Hubert, Frank Gonzales, James McGinnis, Clifford Tucker, Reggie Charles Hall, and Louis Mendez.

Hostesses to be named.

Members of the Rainbow ... corps will act as guides throughout the museum and Mrs. Ruth Shuler, museum curator, will be at the door where donations to go through the museum are payable, any charge for the afternoon's entertainment although a free will offering may be made at the tea table.

On the sprawling grassy lawn under the old trees where a crew of Job Corps boys have been keeping the boundary running to keep grass green and bushes and flowers fresh for the fete, a variety of exhibits and events will be going on. There will be a confession art display by Pacific Art Guild, art exhibits by Mrs. Addie Schmidt, the Grandma Moses of Warrenton by Leigh Jordan, portrait, blond artist of Portland and Astoria artist Mrs. Ted Petrie and Cheryl George Ostrom. Cindy Hicks and seven-year-old Dorothy Stinson. Several outstanding artists of the Job Corps will be name on the report appointed by Clifford Miller who was added by Roscoe Wright, chairman of arts and crafts at the Job Corps center to select the exhibits at tea.

Victorian bouquets about the ... rooms of the old home will be arranged by Mrs. Ward Quaale of the Astoria Garden club and Mr. and Mrs. Arthur Speke will hang baskets of colorful fuchsias at the porch entrance.

Will Read Poems

Under the trees will be antique displays from the Antique Clubhouse, Astoria and from the home of Mrs. C. L. Ellis of Seaside, Wash. and Mrs. William Henderson. Mrs. Ida McGraves will display art needlework. Norman Bolduc of Gearhart has made and flower arranging will be demonstrated by Mrs. Frank Griffith, Seaside.

Continued on Page 2:

Victorian Arts Fete to Offer Entertainment

(Continued From Page 1)

...ed by Erland Pacnell, Portland.

Original poems by local and other Oregon poets will be read by Miss Jan Shirley with several Oregon poets on hand to autograph their work. Dr. and Mrs. Alfred Lomax, the former Nancy Welch of Astoria will ... Mrs. Eugene to display personal keepsakes of the pioneer Welch family, and tell stories of bygone days. Capt. ... Welding, first owner and operator of the Astoria ferries, will be present to give interesting highlights of the history of the ferries on the Columbia river.

Dancers in costume from the Jeanne Maddox dance studio will perform dances from Swan Lake, Nutcracker suite and others. ... bonnets on the lawn at intervals. Dancers will be Jane Hen... ...ingegaard, Ann Zafiratos, Leslie McDonald, Lou Feary, Jo-Ann Slotte, LaNae Eastman, Vicki Radish, Ann and Judy Brewer, Sue King, Lorena Nunnenkamp, Della Minkoff, Teri Lynn Wadsworth, Elizabeth McCann, Chaney Jo Adams, Karen Sagen, Anita Wuori, Lisa Steinman, Sally Ohle, Kristin Nelson, Kathryn and Marianne Debauche, Carla and Cheryl Shaner, Eileen Moore, Jean Smith, Donna and Margaret Hunsinger, Kitty Lockard, Martha Butler, Debbie Lengel, Julianne Wall, Randi Lamma, Linda Burton, Sera Fulton, Carol Mestrich, Kathy Chan, Karen Sverd, Cathy Rae ... Shafer recording pianist, ... minuet, will present skits of costume. Assisting as guides outside will be members of the Theta Rho assembly of Warrenton, Job's Daughters and Order of Rainbow.

Packed around the museum block and adding to the Victorian Edwardian atmosphere of the festival, will be antique cars of Abel Olsen, Seaside, Vernon Larsen and Earl Clark, Astoria and James P. Leahy, Bill Becker, St., Larry Miller, Martin Bankers, Bill Hayes and Charles Moores, Portland. Also on hand will be the miniature surrey with the fringe on top drawn by two Shetland ponies, driven by Michael McOwan and his sister Mary Jean, children of Mr. and Mrs. Robert McOwan, Gearhart who will be dressed in Gay Nineties outfits.

The Astoria ... Lilts Queen and her court will attend the tea as will Miss Clatsop County Shirley Matilda and her Junior Court, Miss Seaside Myra Furnish, Sally Salmon, Valerie Tarabochia and her princesses, the Warrenton Independence Day Queen Kathy Harper and her princesses and Clatsop County Rodeo Queen Tina Glass and her court. Past Regatta queens are also expected to ...

As ... as sponsors of the Victorian Arts festival with the historical society, are the Astoria Garden club, The Theta Rho Rainbow Girls, Job's Daughters, Business and Professional Wom...

arade, Bridge Dedication, Races Highlight Events Of Regatta

Untying the ribbon that held together the gates of the Astoria bridge are Gov. Dan Evans, left; Miss Washington, Sandra Marth.; Gov. Mark Hatfield; Miss Oregon, Estrellita Schiel, in front of a large crowd.

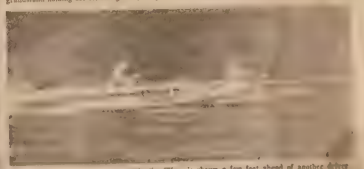
Coast Guard cutter Whitebush became the royal ship for Regatta Queen Margie Hubin, center, and her official party during Saturday morning's finish of the marathon yacht race and other water events.

A memorial plaque honoring the late M. R. Chessman, Astoria, a former Oregon Highway commission chairman, hung on the wall of the ferry M R Chessman for 18 years. Saturday Gov Mark Hatfield, left, presented it to Mrs Chessman, widow of the former Astoria-Budget publisher, during bridge dedication ceremonies. The plaque had been rescued from the ferry by Russell Smith, Highway department official

Alice Pitney, Oregon Dairy princess for 1966, was among Regatta guests.

Speaking from a rostrum in the midst of a grandstand holding 300 official guests, Oregon Highway commission chairman Glenn Jackson was one of many dedication speakers.

Bob Ellison, resident project engineer for the Astoria bridge job, was among many Oregon Highway commission officials on hand last weekend. He rode in the parade with Mrs. Ellison. They are now living in Salem.



Arne Ellefson of Portland, winner in the SS and SS inboard event at Lullaby lake Sunday, is shown a few feet ahead of another driver during the final event.

Gov. Dan Evans headed a caravan of distinguished Washingtonians who rolled across the bridge and arrived just in time for dedication ceremonies. Here the Washington executive, left, visits with Gov. Mark Hatfield, at front of the reviewing stand.

Capt. O. J. Lilleoren brings the Chessman in to Astoria on one of its last crossings Saturday. The Chessman carried 2,650 people free during the Astoria Regatta.

Victorian Arts Festival Recalls Bygone Days

The Victorian Arts Festival Sunday afternoon, with color, action and music, gave a flashback of a bygone era of grace and culture in Astoria on the grounds and inside the historic Flavel mansion.

The event, an annual one during Regatta week, attracts people from many areas in the northwest and California, and "brings home" former Astorians to meet and reminisce with old [illegible] were [illegible] and many [illegible] were received [illegible] guests [illegible] to [illegible] sang [illegible] and [illegible] were [illegible] craft, along with several antique shows that added sparkle of colglass and crystal to the afternoon sun. Two displays of artificial flowers vied in color, with the [illegible] [illegible] [illegible]

Oregon's Pioneer Homes Offer Historical Interest

LANCASTER POLLARD taking refuge in it. The cabin, really a relatively large house.

Except for a
the cabin
age in Salem which was a
stands as originally erected.
sort of cradle for the state.
The only one of its kind in
There are, however, numerous
Oregon. The house at
other houses of unusual in-
left is one
terest because of either some
of David Buttserer
architectural novelty or per-
Dweding in salt log cab-
sonal association.
in the midst of original furn-
The continued interest in
ture, it takes little imagination
these structures is demonstrat-
ed by the frequent re - issue
over the past century
of the booklet, "Oregon His-
Such notices it seems to me
toric Landmarks," primarily
serve a threefold purpose -
of buildings, compiled by the Or-
These hasty ideas
egon Society, Daughters of the
American Revolution. First
published 15 years ago, a new
and enlarged edition is off the
press.

Here are a few examples not
included in that brochure.

In the recent story on Ore
cal museums I men-
d the Chief George Vare
mansion in Astoria as the mu-
seum of the area. The tower
on that home is, it seems,
unique on the American Pa-
cific Coast. Capt. Flavel
among other activities was bar-
nded as the founder of the Co-
lumbia Bar Service to years ago
he was a rich Coast guard
service as now. Capt. Flavel
maintained the nearest to a
coast service from his own
pocket, by our measurement
stories above the

Ships Watched

England seasonal
many homes have
Alaska," high balconies
waves pace while anx-
watching for their
returning ves-
to true widow's
On the other h
old New
forecast, toward have
have never seen a to
driving the purpose of the
[illegible]

Contrasting to that archit
floral novelty is the re-
back across the state in Ca
Lodge, which is interesti
because it was for a short ti
retreat time the residence
Reed, extraordinary lad

Conspicuous Hiner was
t to Oregon by his par-
as a babe at the age of 13
the following 30 years of
residence in Oregon he
couldn't make up his mind as
to what he wanted to do. He

Poems Written

Oregon Abounds In Reminders Of Heroic Pioneers

Oregon's many historical shrines offer fascinating diversion to visitors in the following article Lancaster Pollard tells how various museums help provide an understanding of the background of the state

By LANCASTER POLLARD

Oregon and the Pacific Northwest have a longer history than is generally known to many persons. That is saying history as the record of white men here, Europeans, Canadians and Americans.

However there were earlier immigrants from Asia the ancestors of the native Indians. They came some 10,000 years ago by a land bridge across Bering Strait or through the straits where it was much narrower than at present. Those Indians were living in caves around the Klamath lakes when the ancestors of the Mazama exploded in an eruption that drifted terrifying ashes into their primitive refuges. Tragedy blew their Lake Mazama explosion, which is open daily 9 a.m. to 5 p.m. Literature and pictures are on sale.

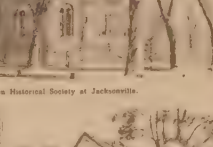
Alfred Shuler the killer of Chief Quiemuth, father of the Indian tribes far on the Columbia River. In fact he believed that Lewis and Clark, the American explorers who beat the French Canadians and British to the mouth of the Columbia River. To the British this enterprise he sent a group by sea and another overland to the river's mouth. The

Astor Builds City

Astoria is second in
country of historical events memorialized in Oregon. Robert Gray rowing up the river claim to the Pacific Northwest for the right of discovery. Lewis and Clark added the claim by right of exploration. A German immigrant to New York added the claim by right of settlement. Astor was also internationally

John Jacob Astor was a fur trader who had an absurdly fantastic notion that frontier business was his vision expanding he founded a fur trade empire on the Northwest Coast with the main depot at the mouth of the Columbia River. To establish his enterprise he sent a group by sea and another overland to the river's mouth. The

MUSEUM OF the Southern Oregon Historical Society at Jacksonville.



JOAQUIN MILLER cabin, Canyon City

FLAVEL mansion, Astoria

Gray Names River

Russia explored the Alaska coast and islands and Spanish and British explored the Northwest Coast to beyond Vancouver Island for another 200 years. They did not find the river reported by d'Aigular but that awaited the arrival of Robert Gray, a Yankee sea captain and fur trader sailing out of Boston. On May 11, 1792 he sailed into the fabled "River of the West" and named it after his ship for Columbia Redivivus. The brand new United States government under George Washington did not become President until 1789 — had authorized the acquired a claim to a region larger than New England.

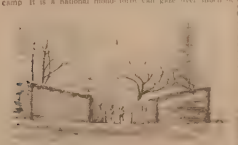
Gray has no commemorating name in Oregon, but of Washington is honored in Grays Harbor and Grays Harbor County.

In Oregon, historic monuments and museums begin with events in the winter of 1805-06. That season the Lewis and Clark Expedition bested on the south side and near the mouth of the Columbia in a rude wicker-walled garrison to pass and was named Fort Clatsop in honor of the Indian tribe which were perhaps the most consequential. Under the auspices of the expedition ever undertaken. It is one of the great feats not only in Pacific Northwest history but of national history.

Leaving St. Louis in the fall of 1803 the group wintered at Mandan Indian country. There they were joined by Sacagawea, and Indian woman who merits greater fame than she possibly, but still lacks her Longfellow. After extreme hardships the ragged group, bearded, with great joy the roaring of the great Pacific Ocean" on November 7, 1805. In their rough barracks they spent a wet and miserable winter. The next year they made their way back to harvest deserved welcome at the little river shipping fur trade village of St. Louis.

Fort Reproduced

Today Fort Clatsop is reproduced as exactly as possible on the exact site of the original and Clark winter camp. It is a national monu-



FORT CLATSOP reproduction near Astoria

ment administered by the National Park Service.

Astor Rules Area

1824 history moved up to Fort Vancouver, Northwest the fur trade was the whole area. It was a [illegible] Bay Company [illegible] Alaska.

In many ways Headquarters of the Pacific Northwest started there. Nowhere else was the fur farms, a [illegible] and a salmon packing [illegible] Hawaiian Islands. At [illegible] in the wilderness [illegible] Indian women than [illegible] Hudson Bay [illegible] There the first [illegible] was crowned an Oregon [illegible]

As the [illegible] was on sweet effect [illegible] that [illegible] North [illegible] West Company leaders [illegible] neared on the stone [illegible] followed the whole length [illegible] the [illegible]

Many [illegible] 40 wooden dwellings [illegible] [illegible]

The [illegible] [illegible] [illegible]

JOHN M SHIVELY
Astoria's First Postmaster

MEMORIES OF OLD

The Sunday Oregonian July 2, 1939

Astoria Pioneer Run Out of Town

J. M. Shively, First Postmaster On West Coast, Claimed Rough Treatment From British Traders

By James Humbird

HISTORY REMEMBERS John M Shively as the first postmaster west of the Rocky mountains and the district is thereby given Astoria as mail-distributing point for the entire northwest. Descendants remember particularly the mistreatment he received at the hands of his fellow townsmen for John M Shively literally was run out of Astoria the town he planned and laid out.

Such is the revelation produced by personal, well-documented papers of Shively's long kept from public by Mrs. Charles Mayer, granddaughter, living at 2424 Northeast Grant street.

Just why Shively should have been singled out of all the pioneers for such ignominious handing harks back to the reason fight became the alternative in the slogan "54-40" in the England-America controversy over the Oregon country.

The first objectors to Shively's surveying activities in Astoria were Hudson's Bay representatives this even though the fur-trading company had done little refunding since the aforesaming fire of 1818 had left just a "bare spot" as evidence of the previous existence of Old Fort Astoria. Immediate objections, indeed were not raised, since Shively writes that he had done surveying with the approbation of the Hudson's Bay people.

Bennett O'Neal, already had taken a land claim and offered Shively half of it January 1, 1844, the day he paddled down the Columbia in a canoe. Under the supervision of Dr. John McLoughlin, Shively had just finished the task of laying out site in Oregon City. Shively proceeded at once to survey O'Neal's claim, according to one of the documents in exchange for one-half the land.

ARGUMENT
When Leaving Old the Town

Two months later Jesse Applegate, Dr. Lansdale and Rodgers of Applegate, head of the company, [illegible] for the several land claims on the site. Shively wrote the doctor and learned that the "deed" held by Applegate merely was a letter of introduction to James Birnie, Hudson's Bay representative at Fort George.

"Applegate assumed much authority," Shively recorded in one of the documents "and surveyed his claim using my lines of survey previously.

"Let me see your deed," Shively asked Applegate knowing from McLoughlin's letter the [illegible] of the alleged deed. When Applegate refused Shively picked up the stakes threw them in the river and, under arms, proceeded to lay off town lots.

"Mr. Applegate did not challenge me to battle and no powder was burned," Shively wrote.

Two days later Applegate left and I never saw him in Astoria [illegible]

Meanwhile O'Neal had Indian trouble and had to 'git' to save his life. Shively bought his rights to the balance of the claim for $200. James Birnie shortly became [illegible] in Shively [illegible] Oregon [illegible] all his goods. Previously Birnie even hired an Indian, fortunately a poor marksman, to shoot at him.

Shively ignored the threats of [illegible] cautioned laying out the [illegible] agreement with Colonel John McLure and Adair C. Wilmot, who respectively located on adjoining claims to the west and east of Shively in the heart of what now is Astoria.

The three parcels of property bear the names "Shively's Astoria," "McLure's Astoria and "Adair's Astoria." These three and James Birnie were the only white men in Astoria in 1844. The fur trading station actively had ceased to exist since Dr. McLoughlin had moved headquarters to Vancouver. This because the bulk of trade was done with Indians for the [illegible] country.

Threats unceasing. Birnie noted his time until a British ship arrived in the habor. Accompanied by the captain (whom Shively doesn't name) and three marines Birnie approached.

"What are you doing here—trespassing on the rights of the queen and Hudson's Bay property?" The questions were statements of fact when identified by the English captain. "I have come to put you in irons and take you to Vancouver and put you in prison you impudent monkey."

STRATEGY
Involved Dearth Of Provisions

"I was mad," Shively delightfully understates. Consultation between the captain and his first mate, aside, decided them upon a strategy. They abandoned the threat of force and left him alone, but "I could get no provisions at Astoria," he said.

Shively now quit Astoria, after literally being run out by Hudson's Bay representatives in November 1844, he packed his trunk and left alone in a canoe and headed up the Columbia. The following April he and 11 others left Oregon City for the eastern states. Shively for Washington.

Shively's comeback to Astoria was marked by his commission as a postmaster and his experience as an adviser to congress on a treaty boundary line between Great Britain a[illegible] United States [illegible] country. "More [illegible] (of congress) had been elected" declares in his papers. "Polk (President James K.) among them to fight for all of Oregon to 54-40 north latitude."

Shively gained Polk's presidential ear and found it simple to convince the Oregon-minded executive that it would be great strategy for the United States to foster postal development in the coastal territories. Polk referred him to a Mr. Hunter then chairman of the postoffice committee who "ventilated" the proposal through congress in such a fashion that one-half the members [illegible] voted for it without knowing it."

Thus with the commission in his pocket Shively returned to

John M. Shively, who surveyed the town of Astor in when it was first rebuilt after being destroyed by fire in 1816. Driven out of town by the Hudson Bay company, he traveled to Washington, where President Polk appointed him the first postmaster west of the Rocky mountains.

Astoria in triumph and opened in the old Shively building in the fall of 1845. The first postoffice west of the Rocky mountains.

During his absence there had been a great increase in the amount of shipping done from the Columbia river, stimulated by vigorous demands for lumber and provisions [illegible] Astoria in 1845 (the direct result of the booming shipping business. The old Mary Taylor, the first pilot boat to operate on the Columbia river bar made its debut the same year in charge of Captains White and Taylor.

It is well time in Oregon's Shively writes "when the news of fabulous gold strikes in California reaches Astoria, and off goes nearly the whole population, leaving their plow and harnesses in the mud furrows. Saddling his plow horse and bidding the wife and babies goodbye the farmer is off for the mines.

Vivid description follows in the document along with Shively's confession that "this is a tempting sight but I am justice of the peace and Uncle Sam's postmaster."

This is in variance with recorded history, which alleges that Shively left for the mines in '49, leaving Deputy David Ingalls in charge of the postoffice at Astoria. Shively admits he did go to San Francisco at about this time, but not as the victim of gold fever[illegible]

BOAT:
Wrecked Off Rogue River

As distributing mail center for the entire northwest, including the present states of Oregon, Washington Idaho and Montana Astoria was handicapped by the lack of transportation facilities there was no regular mail steamer to the Oregon country and the first railroad project was not proposed by Oregon capital until as late as 1869.

Shively did go to California, presumably with mail transportation in mind—but not to the [illegible] he went to San Francisco, pinching $900 in his pockets and hoping to buy a small engine and build a river steamboat. "Thirty thousand dollars he wrote was the price [illegible] of a little city no one might almost transport in a trunk anyway.

"I went up to the mines," he says in explanation of how he acquired gold [illegible] and soon had a long [illegible] bag of gold myself. He bought the engine and provisions at San Francisco chartered and freight'ed the schooner William G. Hagstaff and started for Astoria.

A shortage of provisions and water forced him to attempt a landing at the mouth of the Rogue river. Here a wreck on a shoal cost him everything.

Meanwhile San Francisco was made a distributing point for mail on the coast. P. P. Powers, who resided in Upper Town, a section of present Astoria, successed Shively to the postal commission. Powers moved the postoffice to Upper Town, thus leaving "Shively's Astoria" without a station and helping to build up its rival section.

A change in national administration however saw the reappointment of officers friendly to Shively in 1861, and the postoffice as well as the customs house [illegible]

"Politics took them away," the citizens of Astoria said "and time brought them back again." Shively's last word on the subject as mentioned in his papers is that a mail agent (unnamed by Shively) had "taken illegal steps to remove me [illegible] as Collector. Though [illegible] Judge O. C. Pratt to [illegible]

The town of Astoria as it appeared from the south bank of the Columbia in 1850

Saddle Mountain

Craggy bulk of Saddle Mountain and best spring weather attracted many h[illegible] over the weekend. Many enjoyed it[illegible] top in Clatsop County's popular [illegible] crowded along north coast [illegible] River, was two [illegible]

Pass on the Neha[illegible]

First Postmaster's View of Astoria Related

Editor's Note: The following account of Astoria, as it appeared a century ago, and of John M. Shively and some of the other inhabitants of the village of that day, was written especially for the Astorian-Budget by Mrs. Polly McKean Bell, member of one of Astoria's early families, for the anniversary of the establishment of the post office. It was first published in the edition of March 8, 1947.

By MRS. POLLY McKEAN BELL
Pioneer Astoria Resident

We will try to visualize the tiny settlement of Astoria as it appeared to the eyes of John M. Shively when he first saw it in 1863.

The Hudson Bay Post and store were still there with James Birnie the trader and factor in charge. Not far from the Hudson Bay post group of buildings was a long low lodge of cedar shakes in which a number of Clatsop Indians made their home.

Evidently the great river and dense forests close to the cleared land near the waterfront did not dismay Shively. More likely they appealed to his pioneer instincts for he immediately took up a claim in what is now known as Shively's Astor.

Colonel John McClure arrived soon afterward and took up a claim adjoining Shively's on the West now known as McClure's Astoria. Next came A. F. Wilson, who located to the east of Shively in what is now known as Adair's Astoria.

These three men and James Birnie the trader, were the only white men in Astoria in 1864. These arrived a man about whom I have been able to find few facts. His name was Rev. Ezra Fisher. He probably came west as a missionary and becoming discouraged left for another locality. But while in Astoria he built the house which afterwards became the home of the Shivelys.

In a letter written by Fisher to his daughter he said "the house in which I am living is built of clapboards all of which were split from one huge fir tree. My furnishings consist of three stools, two chairs, two cups and four saucers, and a very few other articles. So far I have no windows in my house."

John Shively must have had exceedingly thought out plans as to his life in his new home. He planned to go back to his native Virginia and marry the girl of his choice. So wanted a house that would be ready for them on their return. He bought Rev. Ezra Fisher's house and immediately set about improving it in every way possible with the limited means at hand.

Remembering the home in the south, he added two "galleries" or porches, as we say in the west, and finished it—a quaint attractive little home. He planned to bring furniture from Virginia and later a number of pieces were bought in San Francisco to furnish their dwelling comfortably.

Shively then went East on his various missions and returned in 1867 with his bride, the former Susan Elliott and her sister, Miss Olivia Elliott.

Also, and very important in the new settlement, he brought a commission as postmaster and opened the first post office west of the Rocky mountains. They used their dwelling for that purpose, although I have been told by the late Miss Sophie Boeling that Mrs. Shively, proud of her new little home and a very fine and particular housekeeper, stipulated that one room on the first floor next the street—15th street—was to be used for the post office, and it was so arranged.

After the U.S. mail office department appointed Shively as special postal agent for Oregon, he advertised and let contracts to carry the mail from Oregon City to Astoria and from Oregon City to Marysville, now known as Corvallis.

In 1866 Hugh Burns had been executing a contract to carry the mail every six months from Oregon to western Missouri, charging 50 cents for each letter. [illegible]

family, also David Ingalls Conrad Boeling and his family and Samuel Terry McKean with his Al together in 1866 there were about 25 white people to enjoy the privilege of the new post office. Soon many other families settled here.

To go back in my narrative when Shively went east to be married and obtain the new post office commission he gave Welch a certain amount of his donation land claim with the understanding that Welch was to care for the Shively property during his absence.

Now enters the first shadow of litigation in the new village for this arrangement led to numerous lawsuits as to just which lots belonged to Shively and which to Welch. It was too long and complicated a proceeding for me to enter into, but it was finally decided by decree of the circuit court.

In a short informal biography of Shively, my father described him thus:

"He was a Virginian, a man of some education and ability, a surveyor by profession, a large, powerful man with a portly figure, chin and sandy hair and complexion."

I do not remember Mr. and Mrs. Shively at all, but I surely have a clear picture of Judge Milton Elliott and his sister, Miss Olivia as my memory. Judge Elliott did not come to Astoria until a few years after the Shivelys arrived with Miss Elliott. He came west on the 1864's, but lived in Oregon City and Eastern Oregon. He came to Astoria in 1870. He had a fine legal education and, until he became ill, practiced his profession. He was 85 when he died, and his sister lived to the age of 90.

At one time in the very early days, Miss Olivia lived several years with my grandparents, and there was always a warm friendship between the McKean and Elliott families. My first memory of Miss Olivia was when I attended eating Grace church with my aunt, Mrs. Hustler, when I was a very small child. We met her and walked a block or two before we went into the church. To say that I was fascinated with this unusual lady was to put it mildly. At my home were many old copies of the Godey magazine and Miss Elliott looked to me as if one of the fashion prints had come to life. Her full skirted dress was worn over wide swaying hoops, and she wore a lovely old shawl. On her hands were black lace mitts and on her head a hat flat in the crown, with a brim dipping back and front, adorned with a ribbon, crossed in the back down over her hair. She wore her hair in ringlets framing her face and covering her ears. A reticule hung by a ribbon from her wrist.

In church that reticule was to me the best part of her costume as it held what seemed to be a generous supply of round flat pepper mints. Occasionally she put one in her mouth and, noticing my absorbed interest handed me one. How good it tasted.

I am here going to quote from a sketch my father wrote about Col. McClure and his friends. He was a bachelor and used to make frequent visits to the Shively residence, where he spent considerable time playing backgammon with Miss Olivia Elliott.

How it was that they did not marry local history sayeth not. Probably the lady would not consent. At any rate he afterwards married her Indian woman one of the best of her race, a dusky descendant of the celebrated Chief Concomly of the Chinook.

To tell the truth, neither Judge Elliott nor Miss Olivia ever changed the style of their garments as long as they lived. They always wore the costumes in vogue during their youth. They looked as if they had stepped forth from the daguerreotypes of the 1850s. The judge was really an imposing sight. He was a tall man whose height was accentuated by a tall silk hat which was his invariable headgear. He wore a long Prince Albert coat of black broadcloth, a high winged collar and a black silk stock. A gold headed cane finished off the ensemble. The likes of which was probably never be seen on Astoria streets again.

But what Judge Elliott's friends remember best about him was his dignity and old world courtesy. My first memory of the Elliotts was about 1892. At that time my father had asked me to go with him to make a Sunday afternoon call on Miss Olivia who was very ill, elderly, practiced his profession but was able to enjoy company. She was then nearing 90 and her little face was the color of old ivory. But still the gray ringlets framing her face were as carefully arranged as ever.

While my father was visiting with her and the judge I roamed about the old-fashioned parlor, so interesting with family treasures brought from the old Elliott home in Virginia. I remember, especially, a beautiful pair of silver candlesticks and a fine old walnut table. But the object I loved the best was a tiny piano that Mr. Shively had brought to his young wife about 1860.

Every Astoria pioneer remembers that piano. It was not a melodeon, I hardly know how to describe it other than it was light and small and could easily be transported to other homes when music was desired.

Mr. Shively was very generous with it. The late Mrs. Sophie Boeling told me that the young people of Clatsop Plains often enjoyed parties when the little piano was carried there.

Ref. I left all at these fascinating objects and had my farewell talk with Miss Olivia. Her voice was low and sweet. I shall always remember her as a gentle southern woman. She died soon after I last saw her.

How I wish we Astorians could have preserved the little "Post office House" and made of it an historical shrine. What an object of interest it would have been.

I can imagine the quaint and charming ghosts who would have occupied it. Miss Olivia and Colonel McClure, playing backgammon. Mrs. Shively at the tinkling piano, playing "The Mocking Bird." the judge, stepping out in stately manner for a dignified stroll, and Mr. Shively, chatting with our grandparents as they passed in and out of the door, eager for mail from far away kith and friends.

Well, we are thankful that Astoria is today blessed with capable, public-spirited men and women who have arranged this centennial observance. It will bring back that long ago atmosphere and help us to realize the marvelous progress achieved in this 100 years.

South Astoria On ce Reality

SOUTH ASTORIA—A relic of the colorful past of the community) is shown in the reproduction of an advertising brochure published to sell real estate in so-called south Astoria. The real estate was located on the Wallukski river. This sale was during the booming 1900's in the county.

THE WINGED M

sent by Fred Nevael, Portland, Ore. - 8/30/63 -
Via [illegible]

From the hemlock forest where Mr. Lowndsales tannery was operating in 1906, the scene had changed to the fifty years later. Tanner Creek still circled Multnomah field, along the row of poplar trees to the south, with the tower of the old Zion Lutheran Church in the background across Salmon Street.

Occasion [illegible] this dramatic photo was Bill Taillant's victory in the mile [illegible] meet which wrested M track stars won 57 44 from the vastly fav ed Olympic Club of San Francisco. Taillant's time of 4 31.4 broke the Pacific Coast record. Ed Morgan and Bert Kerrigan were other champions and record-breakers for the MAAC that day, June 27, 1896. Though it doesn't show here, the grandstand was filled to overflowing, according to The Oregonian, to cheer the upset victory of Multnomah Club. Chinese vegetable gardens still occupied the bank in the background and to the right. The clubhouse was, in 1906, at S. W. Tenth and Yamhill with Multnomah field leased for track, football and baseball.

Sept-9-1859 Port Is First On Columbia River [illegible]

[illegible] Portland [illegible] mouth of the [illegible] port-de-[illegible] to the West end meeting house. Almost dead center in the picture [illegible] the prominence of the Portland Power Main [illegible] Far [illegible] [illegible] Columbia bridge to Astoria, a row of trees

Plaque at Site of 1st Power Plant to Be Unveiled Friday

Daily Astorian Jan 10, 1968

A commemorative bronze [illegible] plaque marking the exact site where Astoria's first electric po[illegible] was [illegible] at [illegible] day at 10 a.m.

Presented by Pacific Power & Ligh[illegible] Co[illegible] ...

At the same location in 1885—just six years after Thomas A. Edison perfected the first incandescent lamp—a small dynamo in the waterfront sawmill of J. C. Trullinger began generating electricity at 6:40 p.m. on a wintery Christmas eve.

Only a few electric arc lamps sputtered brightly along the waterfront as [illegible] ...

Two of Trullinger's descendants, a granddaughter and great-granddaughter, will unveil the bronze plaque at the Friday ceremony. They are Miss Theresa Mack, Trullinger's granddaughter, and Mrs. Earl W. Miller, a great granddaughter.

Also participating in the ceremony will be Don C. Frisbee, president of Pacific Power. Dexter Bergey, Clatsop district manager for PP&L; State Sen. Dan Thiel of Astoria, Burchy Bell, president of the Clatsop County Historical society, and Thomas Vaughan, Portland director of the Oregon Historical Society.

The Rev. Ronald Martinson, president of the Astoria Ministerial association, will give the benediction.

Commenting about the Friday program, Bergey pointed out that electric service in Astoria shares some of the historical heritage that is attached to this first American community on the Pacific coast.

The lamps lighted by Mr. Trullinger's dynamo were representative of the first such lights in the west," Bergey said. "And although primitive by today's standards, Astoria had central station electric service only three years after Edison set up the first electric distribution system from his famed Pearl Street station in New York City in 1882."

Newspaper files of the Daily Astorian provide a graphic account of the early-day electric service.

... the electric light streamed out from a glass globe strung on wires stretched from the Astorian building, making all other lights look dim and attracting hundreds of spectators who, hurrying home with Christmas presents for wife and children, stopped to see the great luminous ball that shone like a sun that it spoke for itself, needing no further demonstration of its usefulness."

The story added that its brilliancy could so manifest ...

The newspaper also reported that the new electrical system had 30 customers — in striking contrast to the 13,000 customers PP&L serves today in the county.

Frisbee will remain in Astoria to address the Friday noon luncheon meeting of the Astoria chamber of commerce. The PP&L executive will discuss a recently completed economic study of the northwest compiled by the Columbus Laboratories of Battelle Memorial Institute of Ohio, internationally known research organization.

Cosponsored by the region's leading banks and utility ... firms, the report is entitled "The Pacific Northwest — A Study of Economic Growth — a Quality Environment."

THOMAS A. VAUGHAN

DON C. FRISBEE

Plaque to Mark Site of Electrical Generating Plant

Daily Astorian Jan 12, 1968

A plaque marking the first electrical generating plant in Astoria will be placed on Marine Drive Friday at 10 a.m., Deskin Bergey, Pacific Power and Light company district manager, announced Friday at the chamber ...

"In 1882, Thomas Alva Edison started the first electrical plant in the United States in New York ... in Astoria we had one on Christmas day in 1885, just three years later," Bergey explained.

The plaque will be located on the original site, the present RASCO service station.

Trullinger's Deed Commemorated

Jan. 15-1968 Astorian

... Oregon pioneer of 1847. Out of his ... nature grew Astoria Electric Company which in 1910 became ... Pacific Power is recognition ... of the electric industry.

Upper photo shows inscription on the recently-placed marker on W. Marine drive where J. C. Trullinger, shown below, built Astoria's first electric plant.

Plaque Marks Site of First Electrical Plant

Daily Astorian Jan 12-1968

Top photo shows PP&L President Don Frisbee speaking at dedication ceremonies of plaque marking site of Astoria's first electrical plant. Also on platform, from left, are Jim Thomson, Tom Vaughn, Mayor Harry Steinbock, Sen. Dan Thiel (behind microphone), Deskin Bergey. Lower photo shows Miss Theresa Mack unveiling the plaque.

Group Braves Cold To Dedicate Plaque At Power Plant Site

A hardy band of historically-minded Astorians spent a half hour outdoors Friday morning in the sort of weather that assailed the Lewis and Clark party during the bitter winter of 1805-06.

Occasion was formal dedication of a bronze plaque built in to a stone marker on the sidewalk of West Marine Drive at Riverside Auto Supply, on the site of the first electric power plant built here in 1885 by J. C. ...

The plaque was erected by Pacific Power & Light company.

Here for the occasion was Don Frisbee, Portland, PP&L president with other officials of the company including John Dierdorff, retired vice - president who was instrumental in having the historical site adequately marked.

Frisbee spoke briefly, as did D. O. Bergey, PP&L district manager here; Mayor Harry ... nbock, Sen. Dan Thiel, Jim Thomson, newly-elected Clatsop Historical society president who formally accepted the plaque and Thomas Vaughan, Portland director of the Oregon Historical society.

Miss Theresa Mack, Portland, granddaughter of Trullinger, unveiled the plaque.

Marking More History

Daily Astorian Jan 11-1968

It will be a significant historical event when PP&L company dedicates a plaque tomorrow at the site where J. S. Trullinger built the first electric power plant here in 1885.

Astoria, thanks to Trullinger's enterprise and ingenuity, became one of the first cities in the nation with an electrical generating plant to supply electric power to customers. It was appropriate that this oldest American city west of the Rockies should also be a pioneer community in electric lighting.

PP&L, which commemorates the day, is a successor of the light and power business that Trullinger set up. This firm later merged with others to found PP&L in 1910, making Astoria one of the parent firms of this big light and power company that now spreads over the whole Northwest.

The suitable marking of this historic electrical site tomorrow is another step in the slow process of providing adequate markings for the community's many important historical sites. PP&L is to be commended for setting up the memorial plaque.

Charles Dodge Dies Monday on 94th Birthday

March 14 1968

... Passed ... Portland ... and ... as a sign ... returned to ... the line and ... here Dodge then became ... and agent for 13 years ... his retirement.

He was a member of Hoseanne Lodge 183 AF ... and ... active member of the Clatsop County Historical Society.

March 6, 1918, he was married in Astoria to Iva ... Bain and they would have celebrated their golden wedding anniversary Wednesday. She survives him at the family home, 904 Irving.

Information regarding services which will be Friday at 1:30 p.m. will be announced by the Hughes-Ransom mortuary.

A

DEDICATION

TO

THE PIONEERS

OF

THE ELECTRIC INDUSTRY

IN

CLATSOP COUNTY, OREGON

JANUARY 12, 1968

10 AM

PACIFIC POWER & LIGHT COMPANY

Historic Boxcar Moved to Museum Grounds

Armed Forces Day May 18-1968

... historic boxcar given to the city of Oregon by the Republic of France ... one of only ... remaining ... Saturday ... a 35 ton semi-trailer truck ... to ... grounds ... where ... furnished and operated by Oregon National Guardsmen ... 82nd Company. The boxcar, ... carried troops of [illegible] both carried 40 men or eight horses. ... from the ... front ... of World War I ... was brought by truck from Salem where it has stood as an ... of the American Legion's 40 and 8 organization ... to another location. Members of the local 40 and 8 brought it from Salem ... where ... and refinishing ... after ... and ... boxcars represented ... It will now be on display ... the northwest corner of the Clatsop County Historical museum ... boxcar is of ... 8 ... and ... Baccarat ... Frisbee ... Lawrence Fleming, Specialist ... Lawrence ... Carlson, ... Wayne ... Bergersen and Tom Donald ... Downs, under the supervision of First Lt. William A. Neemann, commanding officer of the company.

Seaside Class Visits Historical Museum

5-17-'68

The social science class ... Seaside ... high school made a ... trip ... Tuesday to visit the Clatsop ... Historical ... museum and other ... of interest. Here they are learning about the early history of Clatsop county, ... a display case of ... pottery and ... tools.

FROM AMAZON TO OREGON CAME SEASIDE'S FIRST HOTEL FOLK, RESORT WAS PRIMITIVE THEN

LOCKLEY

Tuesday, November 14, 1939

Plenty Shrubs Found Here By Astor Men

The fox shrubs on the grounds of Astoria's old city hall grounds, whose proposed removal has become a source of contention coincides strangely with the scene that greeted arrival of the first white man pure more than 125 years ago, according to the Oregon WPA project of the WPA.

When the Tonquin, with its 59 people factor partners clerks, crew and five unclassified landed at what is today Astoria there was an unpleasant excess of woods and plants Alexander Ross, in his capacity of clerk relates the abandonment of the jay by at the site of the town as well as the inadequacy of both men and hulls in felling them and clearing ground for what came to be known when occupied later by the British as Fort George Ross's description of his surround

MR. AND MRS. BEN SELLING PARTNERS FOR FIFTY YEARS

Merchant Philanthropist of Portland and Wife Today Celebrate Golden Wedding Anniversary in Victoria, B. C.

BY DAVID W. HAZEN

MR. AND MRS. BEN SELLING are celebrating March 14, 1939 by thinking of March 14, 1890

For on that Sunday at 2 P. M., in San Francisco, vows were taken which made them man and wife

And today, from almost every section of the globe telegrams and messages and radiograms are being sent on at Victoria B. C., congratulating them on the golden years of

several days

feared the flood of pe

gratula

would sweep th

be too much

for that test. With them are their son, and daughter Mrs. — C. U. Barry and Le Lawton Selling, as the grandchildren.

Mine cares are today was Sunday

Couple Surrounded Here

And on March 26 the following

"Wedding"—A telegram from San Francisco announces that Mr. Ben Selling of this city married last night at 7 o'clock to Miss Tillie Hirsh, the latter father of the bride

This has been the home of Mr. Ben Selling and bride ever since, that surrounds t

March 15, 1888

But it was not long before escaped in the clothing bu which he is still a leader

store for many years was bou the corner of Fourth and Morrison

the year of his wedding stallment of 21,600, according to the city directory. Ben Portland and Albina were separate cities And Portland, it might be said, at was staggering under an indebtedness of $6,250.

Portland Was Founded

Thousands, sojourns, with ng, residence, 124 Main

and the entry was

Selling, cellar, Main and

Tenth

And ever since he has been for a period of twenty-five years

As a mark of the distinction, which the Portland board in 1926 certain first citizen. Ben Selling was the first so honored. And at a banquet that taxed the capacity room of the Multnomah Ho a lot of the

selling the Te

Kane of his outstanding civic services

speaker of the

one term

as well as in numerous banquet

He has directed many drives for

Many gifts he

tional institution's

ing the Library of Hu

Year of Horace Made.

ng has been active in th

work of her church and in va

organizations over which she ca

Young Ladies' Aid ing has been long

works has been leading up to a act

and for long as the women have

Both Israel

His first work was a

HOUSE FRAMED IN MASSACHUSETTS IN 1858 RAZED IN ASTORIA FOR SERVICE STATION

Old Home of Captain Alfred Crosby Known as Second Oldest Domicile in Oregon, Pre Marvels in Its Close Joints, Wooden Pegged, Withstands Elements Well.

Second oldest House in Oregon falls before wreckers' axes. Pioneer home of late Capt

In Massachusetts and shipped around Cape Horn to Astoria, is being torn down to make room for ser It is located at Sixth and Commercial streets, main thoroughfares of Astoria.

BY RICHARD H. SERING

ASTORIA Ore., June 1. (Special)—

A

served walls they found a

ecipated the content from it was known in the se

December 17 1947 from

Two thousand dollars bought the p property at that time. The deed d ac ot warranties deed for $2000 dollars d ation is recorded in book — of D ages 1 years. On each side of the ancient ation is recorded a store and mushrooms on our city corners p Dufresne, Jr., whose home is directly leaves opposite. Those in its vicinity apparent in Astoria with the raising and Captain Alfred Crosby, who died of the oldest Pioneer house formerly in Astoria on April 30, 1871, a be ropsy mists of today and was a in this city for a daughter

Dunbar, born in 1850 of

for the construction of service sta ation is now in modern process of re century modernization streets and Commercial gallons of the city s

Nails had a small part in the con- Mass., in 1858, he came s struction of Captain Crosby's home ter in the latter being used the title. After raising of the cornerstone of the Pioneer Service 1853

The founder of California" gard the best known of the 250 to 30 that appeared at the north of

Plaque Marks Site of First Electrical Plant

Top photo shows PP&L executives [illegible] as they at dedication ceremonies at plaque marking site of Astoria's first electrical plant. Also on platform, from left are Jon Thurston, Tom Vaughn, Vance Hardy, Sherwood Tivel, behind microphone, Dedon Rogers. Lower photo shows Miss Theresa Mack unveiling the plaque

Group Braves Cold To Dedicate Plaque At Power Plant Site

Aug 3-1967 Small Group, Big Job Astorian -

Clatsop County Historical Museum in the old Flavel mansion, Eighth and Duane, is getting an interior beauty treatment prior to the Regatta, with several of its first floor rooms and the long entrance hall repainted in soft pastel shades.

This fact alone is not wholly news, for local residents must, by now, be aware that constant repairs and upkeep must be maintained to keep such a place worthy of the thousands of visitors who tour the stately building every

fact that a small group job upon themselves as a community project makes it newsworthy and deserving of note.

The Knights of Pythias, Columbia Temple 122, Astoria, have been mounting tall ladders and manning paint brushes for the past two

as donation to their com- set Temple, raised the money to buy the paint by conducting a "flea market" sale from the men set up the tall ladders and scaffolds from where they dusted down the 14-foot-high ceilings and extensive walls, cleaning moldings before applying the paint.

The men working on the dining room, after completing the spacious music room, long entrance hall and the "Indian" room, the latter presenting numerous problems with exhibit cases which had to be moved about with extreme care. And the Pythian Sisters are working right along with them wiping up every occasional dribblet of paint, washing and polishing the fine-grained woodwork to a high luster, glossing fireplace tiles and carved mantles and waxing floors as each room is finished. The women plan to wash the mammoth crystal chandeliers in the dining room, so that its prisms shine like diamonds for the tea, to be held in conjunction with the AAUW tour of historical homes August 20

Those who have been working long hours these summer evenings after putting in eight hours on their jobs elsewhere, are Ralph Fox, Richard Van Winkle, Howard Schaffhauser, Donald Shaffer, Sid Shaffer, Frances Shaffer, Esther Snider and Delta Fox As a reward for the tedious work, the women also serve a hot casserole, sandwiches and coffee or cake and fruit punch each evening, making a congenial little "social" event of the project.

The fact that these two affiliated lodges, next to the smallest Pythian groups in the state, have undertaken thus big project for their community deserves appreciation on just as big a scale

Wednesday, July 19, 1967 7

State Cuts Matching Funds for Museums

Sept. 14-1967

IN APPRECIATION

TO THE KNIGHTS OF PYTHIAS AND PYTHIAN SISTERS OF SUNSET TEMPLE WE ARE GRATEFUL TO YOUR NUMBERS WHO RECENTLY WORKED LONG HOURS AS A COMMUNITY SERVICE TO PAINT THE INTERIOR OF THE CLATSOP COUNTY HISTORICAL MUSEUM

JACK DeSASSISE.
President and Members
Clatsop County Historical Museum

A THANK YOU to Adelaine Sather and all her helping committees who made our Victorian Tea and Art Festival a big success and most enjoyable afternoon.

JACK DeSASSISE.
President and Members
Clatsop County Historical Society

Sept 1967

8-19-67

Church Banquet to Celebrate 90th Anniversary

First Presbyterian church of Astoria will hold 90th anniversary observance Friday 6:30 p.m., with banquet to be served on social hall by women of Clatsop Plains Pioneer Presbyterian church. Twenty charter members formed church May 5, 1877, in Astoria. Church structure was built in 1902 on lot donated by Flavel family at 1193 Grand. Inset shows original church, built in 1889 on 9th between Duane and Exchange. Original church served congregation 21 years, before proving inadequate. It was sold to a lodge, later destroyed in the fire of 1922. Fourteen pastors have served the church, Dr. L. E. Knoll being the 15th. (Astorian Photo)

First Presbyterian Congregation To Observe 90th Year of Church

Friday will mark the 90th anniversary of the First Presbyterian church in Astoria. Congregation will celebrate with a Banquet to be served by the women of Clatsop Plains Pioneer Presbyterian church at 6:30 p.m. in First Presbyterian church, said to be the oldest church social hall, to which all members and friends are invited.

Prior to 1877, those of the Presbyterian faith living in Astoria and vicinity were connected with the Clatsop Plains church. In that year, a group of persons gathered in the schoolhouse at Uppertown to meet with Dr A. L. Lindsay of Oregon Presbytery, for purpose of organization of the First Presbyterian church of Astoria.

The 20 enrolled as charter members included T. P. Powers, Mary M. Powers, Henry Farnsworth, Mrs. M. C. McCray, Mary A. Gray, Miss Kate M. Gregor, George McLean, Elizabeth McLean, Mrs. Eliza Beth McGregor, W. H. Gray, Mary Leinenweber, J. F. Barrows, Diana Barrows, Myrdia Cole, Mrs. Elizabeth Buckingham, Miss Olivia Elliott, Mrs. Margaret Miller, Mrs. Christina Flavel, Mrs. Matilda Barrows and Miss Nellie Flavel.

Truman P. Powers was elected elder from this group, and W. H. Gray and C. A. Leinenweber trustees. All joined hands for a hymn, prayer and benediction and the church was on its mission. Charter members selected name of First Presbyterian Church of Astoria.

Serving as initial pastor was the Rev. E.N. Condit and first gatherings were at Van Dusen hall. For eight months, the congregation met at the Baptist church followed by one and one-half years at the First Congregational church.

Five years after founding in 1862, the church purchased a lot on 9th street (at that time known as Main) between Duane and Exchange for which they paid $1,000 cash. The building

(Continued on Page 2)

1st Presbyterian Church to Mark 90th Anniversary

(Continued from Page 1)

erected there was dedicated free of debt.

However by 1900, the first church building had proved inadequate as every way. Plans were under way for a new struc-

original church was sold to Ancient Order of United Workmen. It was destroyed by the Astoria fire in 1922.

The Flavel family donated the 11th and Grand street site, and present church was erected in 1902. The Rev. Henry Marcotte was pastor at the time.

The church house was built in 1926, Dr. D. J. Ferguson, pastor. Generosity of Miss Nellie Flavel made it possible to dedicate this building free of debt, also according to Emil Nyman.

During pastorate of the Rev. Mr. McFarlin, the old Sunday school portion was remodeled into an office, study, choir room, and chapel. The chapel is dedicated to the memory of Dr. Henry Marcotte.

Also was presentation of Truman Flavel Powers in 1882, who said at the dedication, "I like to think that long after my tongue has been silent in the grave, this bell will be calling ... So it has ... [illegible] ... members have ... [illegible] ... for 15th ... to give ... [illegible]

Did Meriwether Lewis carve his initials and last name on the large piece Jack Niemi of Sunset Beach is holding? Niemi found the bone, which appears to be from a whale at a digging in the Cove area not far from an old Indian burial ground. Edges of the bone, which shows signs of deterioration, had been broken and worn away taken from of the M and all of the L. A closer view of the bone is given below.

Local digger makes archeological find with "MLewis" carved on bone

What could be one of the most important archeological finds of all time here in Clatsop county was brought to light by Jack Niemi of Sunset Beach recently. The find is a very old piece of bone, probably a wholebone whi[illegible] the initials[illegible] Lewis carved [illegible] portion of the "M" is broken at the letter "L." It is possible that the [illegible] was carved [illegible] Clark expedition.

The find was made in the Cove area of Seaside near an old Indian burial ground which has been excavated sporadically by local diggers for many years. The bone came from a hole five feet below the surface of the ground and [illegible] about 200 to 300 feet from the present water line. The letters, to most people carved in the bone and, to [illegible] untrained eye, the letters show the same degree of deterioration as the rest of the bone.

A brief search of the Journals of Lewis and Clark reveals no mention of Lewis ever having been in the vicinity of Seaside. It is quite probable that he did visit here, however, as it is unlikely that he would not have the whale which in this area during the time the party was encamped at their winter site on the Lewis and Clark river.

A Turn Around Town . . .

Seaside volunteer firemen's speed in getting trucks rolling when an alarm is sounded amazed a visitor from Idaho. He was in front of the Signal office when the alarm was sounded Monday afternoon and saw the fast action. He commented that the time was good even for a professional department with men in the station at all times. Chief Clarence Owen later explained the system that makes the quick movement of fire trucks possible.

The first man at the station takes the first truck, even if he is alone. Usually, however, there are two or three firemen at the station by the time the door is open and the first truck is rolling. Some members of the department are designated to go to the station to assure that the three trucks are taken out to any fire within the city.

Others call the station to get the location of the fire and go there directly in their personal cart or trucks. Those who go to the station after the trucks are gone proceed to the fire in case of an out-of-town fire to which the rural truck has been sent, a crew stays at the station on a standby basis.

Some departments man a full crew on the trucks wherever they go out. This means a delay of several minutes which could be crucial and mean the difference between a fire getting too much of a start and being able to bring it under control before it does much damage," Chief Owen explained.

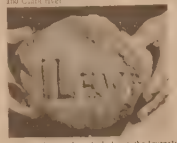
* * *

Watching license plates on out-of-state cars once in a while provides a chuckle that makes an otherwise routine day a little different.

On Cannon Beach, there was a car with Texas plates that read "HI GENE." The driver said that Gene is his wife's name and that he got the plates for $10, in addition to the regular registration fee.

Colorado, like other states, issues special plates for mobile homes but it specifies the type of vehicle they are to go on: "Recreational Mob Home."

And there was a silent chuckle in the speculation as to the reaction of one Oregon driver when he received his plates with the initials "LSD."



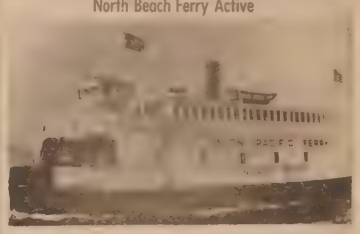
The only mention of whales in the Journals is the famous story if Clark leading a party through Seaside, visiting the tallamuking crew then climbing over Tillamook Head into Ecola Park to try to buy some blubber of a whale which had washed up on shore. Perhaps a more knowledgeable search of all the writings on the expedition could shed some more light on this question.

Niemi, local contractor and carpenter has spent nearly all of his life in the Seaside area, and has dug in many of the known Indian burial sites and "middens." But this is the most important find he has ever unearthed. He plans to present the artifact to the Fort Clatsop Memorial for a check on its authenticity and to add to the Lewis and Clark Memorial collection.

Tourist I The Veteran Member

Tourist I, the veteran member of the ferry fleet, began transporting passengers and cars across the river in 1921 and played a vital part in cross-river transportation for many years. The old ferry long since retired, now lies near the landing at Puget Island.

North Beach Ferry Active



The North Beach ferry, owned by Elfving's rival, the North Beach company, enjoyed an active role in river transportation during the five-year period it was in operation here.

Tourist II Built in 1924

Tourist II, built in 1924, served during World War II as a minelayer at the mouth of the Columbia. The vessel, purchased from Capt. Fritz Elfving in 1941, was sold as surplus at the end of the war, back to Elfving, at a profit of $1,000.

Tourist III in Service Since '31

Tourist III, added to Capt Fritz Elfving's ferry fleet in 1931, was still packing in cars and passengers when the last ferry runs were made in July.

Ferry M. R. Chessman

Quota of [illegible] passengers [illegible] ... [illegible] ... [illegible] ...

Jewels, Robes Adorned Queens of Regatta

The early years of the 20th century saw some elaborate gowns and robes for Regatta queens. This robe worn by Queen Helen Fletcher in 1904 must have required two or three page boys to carry it around when she

It must have taken several page boys to carry the long, flowing robe trimmed in white and sparkling with stars, which was pieced across the shoulders of Frances Thomas, queen of the 1903 Astoria Regatta.

Here is Queen Helen Fletcher of the 1904 Regatta, in all her finery. There was lace aplenty and the gown was necked with sequins and jewels. The crown also was studded with jewels. Queen Helen later became Mrs. C. Houston.

Petite Queen Louise Tallent of the 1900 Regatta wore a crown of what seems to be an emerald surrounded by other jewels. Neckline of gown was an elaborate display of layer upon layer of soft material tapering to the throat. Sleeves were long, no gloves were worn.

Queen Frances Thomas, who reigned at the 1903 Regatta, was bejeweled with a nine-strand pearl choker at her throat in addition to delicate necklace. Crown sat atop an upsweep hairdo. Frilled gown was also studded with jewels.

Queen Muriel of the 1916 Astoria Regatta wore a frilly gown, as was fashionable in those days, and an elaborate crown. She also carried a big bouquet of roses in lieu of scepter.

Queen Esther Vanneman of the 1909 Regatta wore a costume with pearl-studded throne, including crown-type hat and jacket. The same skirt was worn fashionably in 1908, as this photo shows.

Astoria Regatta
Aug. 24-27

Hostesses at the Victorian Arts Festival, to be held all afternoon Sunday at the Clatsop County Historical museum, will appear in frills and furbelows popular in that by-gone day, such as those worn by, from left, the Mesdames A. N. Thorndike, Ira Miller, Charles Stanghard, M. J. Cahal and Harley Stauber.

Business Firms And Clubs Help Arts Festival

Many sponsors and much advance preparation make possible the Victorian Arts Festival to be held Sunday afternoon [illegible] p.m. on the grounds

[illegible]n. McCurry's Garden Center [illegible]Astoria and The Warrenton Florist as well as by members of the club.

The winners of these prizes were Camilla Lyngstad, Harry A Brunell Margaret Ann Swindler Jim Thomson Jr., Mrs Frank Mazee Mrs Armas Johnson Mrs Royal Korte, Burdella Renkowski, and Walte Kirke

Mrs Arthur Syfling, president of the club, and Mrs Arthur Taylor chairman of the flower show both expressed their gratitude to all who brought entries to the show and to the many visitors.

and made the Clatsop County Historical museum.

Organizations working with the festival which, last year attracted more than 100 people, are Rotary club, Knights of Pythias Pythian Sisters, Eagles auxiliary, Business and Professional Women's club Order of Rainbow for Girl Job's Daughters Tongue Point Job Corps Pacific Art guild, Degree of Honor, Astoria Garden club, Clatsop County Historical society Daughters of Norway, American Red Cross Frida Municipal Band, Astoria Fire department and Astoria Police department.

Business firms contributing food and other items are Dairyguld Dairy, Astor Court grocery, Safeway store Astoria Public Market, Peter Pan grocery, and Lovold's market, Super Valu, Van's shop, Kortens Music shop, Poole's Music shop, City Transfer company, Opdycke's Gift and Candle parlor and Adelsman's Art and Apparel.

Oregonian 8-26-67

Victorian Arts Festival Scheduled In Astoria

A Victorian Arts Festival silver tea is planned Sunday, Aug. 27, from 1-4 p.m. at Clatsop County Historical Museum in Astoria.

Garden entertainment will include performances by various dance and musical groups.

Also in the garden will be a clothesline art sale and display by the Pacific Art Guild, candle and flower displays, and hobby exhibits.

A group of Oregon poets will be on hand in the [illegible] will be judging of entries in a poetry competition.

Antique cars and a fringed surrey will add to the Victorian atmosphere.

Tea will be served in Liberal House dining room in the museum, and the Friday Musical Club of Astoria will present a program in the music room. Hostesses will be in Victorian dress.

Miss Adelaine Sat[illegible] coordinator of the fe[illegible] Mrs Ira Miller is in charge

Costumes of Bygone Days Grace Arts Festival

[illegible] grounds. Here are some of the young performers and the ladies dressed in colorful old gowns

First Regatta Held in 1870s, Interview in 1941 Paper Says

Most accounts say the first Astoria Regatta was held in [illegible]

And so, according to an interview that ran in a 1941 edition of the Astorian-Budget.

It was in the 1870s, said Capt. John Brown 26 years ago. Capt. Brown, pioneer Astoria mariner and he took part in an 1870 Regatta but could not recall whether it was in 1872, 1873 or 1874.

Capt. Brown had retired 16 years prior to visiting his home town in 1941. He had

Capt. Brown vividly recalled in the newspaper account.

Boats Identical

All four boats were identical, turned out by the same builder. Argument was about their sailing abilities.

Rival skippers put down $5 apiece planned a race. During a week's planning interest in the town mounted.

Capt. Brown skippered the Eliza, owned by the late Capt. J. G. Hustler, which carried mail to Knappton. Other boats were Capt. Dick Hobson's Mary H, the Watt brothers' Ione and the Brook brothers' Blue Racer.

[illegible]

[illegible]

[illegible]

No. 2, second ferry to be put into service by Capt. Fritz Ellingsen

Tourist 1, launched May 26, 1921, was first car carrying ferry at Astoria. Its wheelhouse is now the ferry ticket office. It has been removed to make room for second deck when ferry became popular

Last Summer For Ferries Is Time To Look Back, Ahead

Editor's Note: Following is first of a series of three stories dealing with the Columbia river ferry service, written by Priscilla Averall. Mrs. Averill is the wife of Phil Averill of Tongue Point Job Corps Center staff and has written features for several northwest newspapers.

Astoria from the North, south east or west, you cannot help but feel that you can still remember how fast the north but not for much longer. On the day the first cars start rolling over The Bridge, the last of the ferries, which for 50 years have connected us with our sister state across the Columbia river, blow its final departing whistle . . . and for the first time in history Astoria can be approached from all directions by car.

It will be a time for looking forward . . . and a time for looking back.

The ferries in their day have been a popular scenic ride for countless honeymooning and visiting families and motorists in a hurry have dubbed them with more colorful but less printable names, but now that their days are numbered the time is ripe for reminiscing.

People are looking back to the days when the ferries were the next best thing to a ball on the Fourth of July . . . when Tyee and Klatsop were really, instead of when the PEOPLE is really . . . No! They're also looking back . . . being wistful.

Remember when . . . they all . . . Fritz Ellingsen was years ahead of his time? Remember why some people don't like to take their cars across the river?

Ferry War Flared

The year was 1922 when . . . the ferry Tourist No. 1 . . . used to be wheel . . . of the old Tourist No. 1 . . . had to be taken off to make room for a second deck to accommodate all the Model T's who wanted to take the 15-minute . . .

Remember when? . . . there were two ferry companies instead of one and their rivalry erupted into . . . Sears Roebuck . . . immediately and gained . . . of the Columbia . . . ting some good pictures of the new bridge at the same time.

Traffic Increases

This summer is giving state highway officials gray hairs since they are forced to handle heavier than usual traffic with Kitson forced into early retirement has been sold, leaving the Astoria-Chessman . . . the Tourist No. 3 and 1-year-old No. 2 to cope with the steadily mounting overload.

When the bridge opens state highway officials will probably give a sigh of relief that can be heard from here to Washington.

Kenneth Russell M. Smith who is district maintenance superintendent for the State Highway department is in charge of the last ferries to ply the mouth of the Columbia, bears the same surname as the first man who ferried passengers across the . . . waters. He was born . . .

South the same Solomon . . . Smith was . . . mass relief . . . county also . . . ran its first ferry even though it was only a couple of dugout . . . lashed together. That was in 1846 and it ran from Astoria to Chinook weather permitting.

It remained for Capt. S. F. Percy Ellefsen some 80 . . . however to build . . . gateway car ferries . . . now today. Ellefsen had come to Astoria from his native Sweden in 1907 and had formed his . . . hand to various occupations all . . . from operating boats. By the . . . he had 1920's come along he was operating a charter ferry . . . and dock.

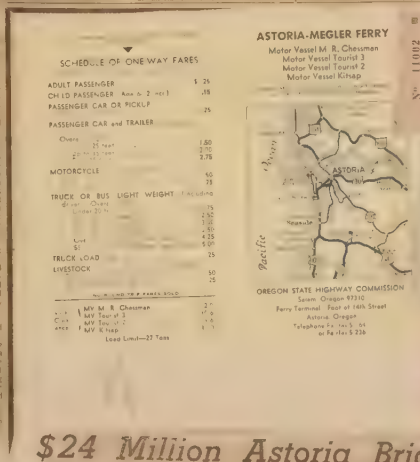
Although the Tourist No. 1 has long since retired to a sand bar on Puget Island . . . original wheelhouse still sits at the end of 14th street. It is the ferry . . . service across the Columbia using . . . and barge.

Ferry Launched in 1922

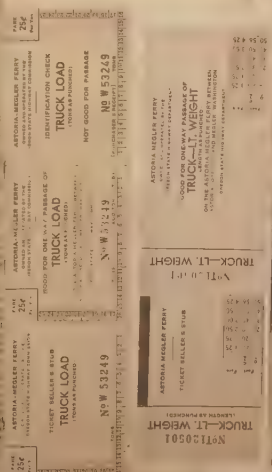
Having foreseen a need that many others failed to recognize . . . automobile, no longer a horseless carriage, was coming of age, and now rapidly being pushed everywhere, including along the Columbia. Although many Astorians thought him crazy at the time—and did not hesitate to tell him so—Elfsing had a hunch that cars traveling down the new road from Portland would want to cross the river—even though the road on the Washington side was then only little more than a wagon trail. Staking his life's savings on the outcome he went to the local Wilson Brothers shipyard which had turned out wooden vessels in World War I and commissioned the building of the first car ferry.

Christened Tourist No. 1, it was launched May 26, 1921, having a full-capacity load of 14 cars. Many of them from a 10-car caravan that had chugged ponderously down from Portland for the event. The first ferry landed at McGowan, Wash., then a thriving fishing community which Elfsing carried on the mast.

Those who called Elfsing the "crazy Swede" for launching a ferry service soon realized he was anything like a fool. The Model T's flocked to his ferry landing all that first summer, and for the following year he had . . . remove the wheelhouse from the deck of the Tourist No. 1 . . . in order to make room for a . . .



$24 Million Astoria Bridge Opens Friday



Events Planned For Bridge Fete, Astoria Regatta

at 2 p.m., immediately following the grand parade . . .

7th and . . . ceed up . . . where it will turn right on to Marine drive ending . . . of the new bridge.

The procession will pass by the review stand at the south end of the bridge . . . where parade Master of ceremonies Larry Tyle will . . . comment on the . . .

At the conclusion of the parade Tyle will turn the mike . . .

. . . dedication proceedings from the special podium located in front of . . .

Grossman Gives Invocation

Following the invocation by the Rev. H. Robert Grossman, president of the Astoria Ministerial association, Jackson will make opening remarks. Then Milner C. Hendrix, chairman of the Washington Department of Highways, will speak, preceding Gov. Dan Evans of Washington and Oregon's Gov. Mark Hatfield.

After the governors speak they will officially open the bridge. Accompanied by Miss Washington, Sandra Lee Martin, and Miss Oregon, Esterene Kriesel, the state executives will walk down in front of the toll plaza to the swinging gates at the bridge entrance.

Miss Washington and Miss Oregon will untie the gate ribbons and the governors will open the gates and walk through, leading . . . a waiting vehicle, the executives will drive through the entrance gates leading the procession to the Astoria-Megler Bridge at the 6.4 . . .

Radio and television stations will broadcast during the ceremony and a . . . television platform will be erected at the reviewing stands. KOAC-TV will do a two-hour documentary on the bridge to be broadcast the following week.

Toll Charges Listed

FARE $1.25 . . . there's more. Toll charges for the bridge will be listed in . . . entire dedication . . .

Regatta officials expect parking problems at the bridge during the dedication . . .

Fanfare Lacking In Opening Of Astoria Bridge

Astoria—Special Report:

'Midnight' Arrives, Departs —But She's Still Cinderella

SYMBOL of the "new" Astoria, the newly-opened Columbia River estuary bridge soars 208 feet over the ship channel from the hillside in this foreshortened telephoto shot, to link both sides of the river economically and socially for the first time in history. Opened for traffic before the work was completed, the bridge already handles more than twice the capacity of the old ferries. (Staff photo by Bacon).

Communities At Mouth Of Columbia River Caught Up In Seemingly Endless Tide Of Optimism, Prosperity

By DON HOLM
Staff Writer, The Oregonian

You won't believe it. Nobody does. But Astoria, Oregon, U.S.A., is on fire.

Down where the fabled Great River of the West rolls into the Pacific, an economic and cultural renaissance so new and dynamic that not even the hoariest homeguards fully appreciate its potential, has emerged in the summer of 1966 to confound the bridge-doppers.

For the first time since Lewis and Clark wrote painfully of the "Damnd Niche" they entered in after a 4,000-mile journey overland from the "U. States" the pox-plagued and disaster-ridden, hard-luck communities around the mouth of the Columbia are caught in a tide of optimism and prosperity that looks like it won't quit.

Astoria, the original hard-luck town, which has bounced up and down like a municipal yo-yo since John Jacob Astor established the first American town west of the Rockies there in 1811, is turning into the cosmopolitan Cinderella City of the West Coast — looking, acting and talking like a miniature San Francisco.

THEODORE BUGAS
President, Chamber of Commerce

City Has Troubles

Trodden down by cycles of floods, fires, landslides, depressions, and disasters manmade and natural for a century or more, only a half dozen years ago its citizens were deserting the town so fast that [illegible] Sen Wayne Morse labeled [illegible] BIX wars since the first Astorian [illegible] set of poverty."

[illegible] transient population that has [illegible] into the community and wanted [illegible] the fastest transportation.

It suffered from economic and cultural [illegible] tion of one form or another for [illegible] around the name "Astoria" [illegible] unshakable public image of a [illegible] be from [illegible]

observed, job-seekers took one look and left, the migration in-bound.

In a seaport traditionally bypassed by ships bound 86 miles inland to the Portland-Vancouver area because it was more economical, a new harbor is a budding, the longshoremen's union is setting new records for fast turn-around time, and the estuary is crowded with foreign flags.

Other lines of endeavor which once collected the moss and [illegible] Astor such as dairying, mink farming, and even lumbering and logging, are taking root again like a budding new beanstock out of the compost of a decaying stump.

There is a new boom in deep sea sport fishing, and commercial fishermen — in spite of the mammoth Russian fleet just offshore — never had it so good, not so much because of any increase in fecundity of the sea as because of new scientific methods of netting the resources of the [illegible]

And so — [illegible] — [illegible] emerging a new and [illegible] Astoria's long and colorful past.

As one Californian [illegible] the friars which winds itself around the [illegible] of the Astor Column, was heard to remark, "Man, this place is lousy with history!"

Additional details on page 31.

Top photo shows Point Ellice end of Astoria bridge as the first northbound caravan across the span arrived, about 6:28 a.m. today. Below, the ferry landing was a deserted spot today following one of the busiest days in its history yesterday. (Daily Astorian Photo)

No More Tie-ups Like This Exist

This is the Megler ferry landing, where all busy days scores and even hundreds of cars were tied up waiting for ferry service, as in this photo. Construction of the Astoria bridge has eliminated this. Where ferries carried at the utmost some 1200 cars a day, the bridge is handling more than twice that number, even with one-way traffic regulations that were in effect.

Astoria Clowns First In Trickle of Traffic

The Astoria Bridge opened on schedule at 6 a.m. today with little fanfare except the sounding sirens of two Astoria Clowns cars that headed a 20-car caravan northbound across the span.

State police and state highway [illegible] Department officials were on hand to direct traffic but traffic was light. [illegible] and upstate press representatives and a few hardy local citizens who turned out to see a clear summer morning continued built of the gathering.

A pilot car driven by Bill Herman, Long Beach, Wash., got the one-way traffic through a series of hairpin curves at each [illegible] and other features that have [illegible] bridge contractors. Thursday [illegible] that as the morning's opening.

Last service for a ferry [illegible] brought thousands of people [illegible] this week. Thursday the ferries carried 852 [illegible] and 1,400 passengers across the river, and the [illegible] and other features that have [illegible] bridge contractors. Thursday [illegible] that as the morning's opening.

Last service for a ferry [illegible] brought thousands of people [illegible] this week. Thursday the ferries carried 852 automobiles and 1,400 passengers across the river, and the last

OPEN FORUM

INDIAN GEORGE AND HIS PACK OF HOUNDS

As Narrated by Mrs. Catherine Christians Hildebrand and Alex Normand.

Compiled by August Hildebrand

The mentioning by my friend Harold Haynes of Indian George, awakened in me memories of the period of Indian George's activities in our vicinity.

I never met Indian George personally, I only recall the interest his person occasioned in Astoria and vicinity. But I got real information from my wife, former Catherine Christians, of Tucker Creek, raised as a child on the west side of Wallusku River, on a promontory that had served in yet earlier days as a camping place of the Wallusku Indians, a tribe of the Clatsops. Mrs. Hildebrand recalls:

Indian George was of an eastern tribe that a Clatsop or a Chinook. He had a friendly disposition toward the white men. He wore white man's clothes, shoes and hat and travelled on a flat bottomed skiff, not a canoe ranging on the Wallusku, Young's River, Tucker creek and Lewis and Clark. Netell river accompanied by a pack of hounds loyal to him on his hunting excursions and to his death.

Mrs. Hildebrand relates that Indian George barged in on the various white families unexpected and never left until he got something to eat and his hounds exercised in the surroundings. Indian George was not married, he had no squaw sharing his delights or burdens. He was a happy-go-lucky fellow and compensated his white friends with elk or deer meat. In these days no one asked any compensation, it was a matter of exchange of goods and good will. Mrs. Hildebrand relates that Indian George was often at their place accompanied by a bellowing pack of hounds.

One day the news spread that Indian George died near Young's River Falls, leaning on a stump, dying perhaps of heart trouble, and his dogs defending his body. White men approaching to bury him were held at bay by the hounds, which had to be shot one by one. Indian George was buried in white men's style near his dogs.

Time has obliterated the exact grave but if ever it is located a fitting monument should be erected in commemorating the services of a friendly Indian and commemorating the loyalty of a pack of hounds to their master.

August Hildebrand
Astoria, Oregon October 1956.

Since writing the above good news brought me the article quotes that my old friend Alex Normand of Olney, Oregon, remembered in the main my story of Indian George. I am pleased to relate his version, so as to have it historically corrected

ALEX NORMAND REPORTS

Mr. Hildebrand, I have checked your history of INDIAN GEORGE which on the main is correct. However, Indian George did not die on Youngs River but died on a small tributary of the North fork of the Klaskanine about three miles above the present fish hatchery. I know just where he grave is as I was present when he was buried. I have often visited the place since and can go there anytime as I have it marked.

When he died the neighbors sent word to the Coroner at Astoria. I do not remember his name. The Coroner sent word to burn Indian George and if he had any personal property to send it to him.

He had nothing but his dogs. We had to kill his hounds to get near his body. I was just a small boy then of 12 or 13 year when I went with Charles Guillaume my brother in law. The county had just to shed a bridge on the Rudolph Bartin road with 3 by 12 planks and some 10 inch spikes. We manufactured a coffin with this material.

Indian George was buried a few hundred feet from the Bartin road. We had to kill seven of his hounds, shooting them. Three of the dogs ran away and were later killed.

When I first knew Indian George it was in the early 1880's. He died in 1888 or mine. I used to see him often at Charles Guillaume's place. Mrs. Guillaume my sister on fish weekends. My brother Frank went with me and we often met Indian George as he was a good friend of Charles and hunted with him. He taught us boys many tricks in fishing such as using dry spruce punk for bait. He came to our place often to bring us elk meat. Old man Normand liked George. Normand senior was a shoemaker by trade. He made a pair of shoes for Indian George WHEN he came with elk meat. The shoes had holes but just above the soles, he asked what happened? He told my father light shoes no good, water go in and stay in shoes all the time wet feet, holes in shoes, water go in and out, dry feet all the time. Indian George also canned coarse salt eating it he had to drink lots of water to keep from getting hungry.

Indian George had a camp about a mile Northeast of the present fish hatchery. He hunted East and South. He also trapped in the territory. He also helped new settlers to build cabins and slashed trails especially when they fed him well. He never built a cabin for himself just a roof out of split shakes. There were lots of cabins around on the woods near Olney where settlers had proved up on homesteads and pre emptions and left. Indian George some times lived in any of them in the winter and trapped and hunted.

I could write a book about my experience and association with Indian George— I hope you can make a story out of it. I would like to see the Historical Society place a marker on his grave. He is one of the vanishing Americans and also the vanishing white pioneers should be remembered who lived during past great times.

Yours very truly
Alex Normand Olney Oregon
November, 1956

KILLKARE HOUSE

Killkare House was built in the 1880's and is the largest historical mansion on the peninsula today. Built by the Portland bankers Ladd and Tilton, no expense was spared to afford them a fine beach home. Old timers here well remember the coaches and horses—beautiful carriages which announced the arrival of another summer season on the beach.

As you wander from room to room notice the select timbers and paneling used in the construction, all of the walls are of single thickness, and even now after all these years there is no mold or mildew from damp beach weather.

If when you look out of the windows of Killkare you notice the wrinkles in the panes don't complain, they are original, and you'd have wrinkles too were you as old as they!

The old furnishings have been restored as best we could manage; after all, most of them came around the horn by sailing vessel or were shipped down river by barge and river boat.

The center table of our main dining room came from the first bank in Oregon, around it sat the bankers and moneyed men of the Northwest while dividing the territories of Oregon and Washington. It was moved to its present location many years ago.

The French fused glass chandelier which hangs above it was used in the first opera house in Boston sometime during the 1700's, and is a priceless example of this type of work.

In the crystal room hang three of an original four crystal chandeliers which came first from the old Neptune theater in Seattle. Some thirty years ago they were packed in two barrels and shipped to Ilwaco, and there hung in the Ilwaco theater for many years. The table in this room has nine leaves and stretches to a full fourteen feet. The chairs around it are all antiques, circa 1900 or earlier. An interesting thing about the fireplace here is that there are two hidden doors which no one can only dream about -- The two shelves on the right must have been a good hiding place for prohibited booze during you know when.

The Chinese room is built around the hand-carved Teak wood entrance way from an ancient Chinese home. Seven years of labor were spent in the carving of this lovely gilded example of Chinese artistry. We have tried to use the simplest of furnishings to compliment the fabulous center piece, which was won by a very lucky American from a very unfortunate Chinese poker player and then placed in this room.

The hand made chandelier in the center of the room came from Persia, but we felt added a touch of mystery and beauty to the room. The door to the right at far end of the room is one we want all to see! Grandpa would not allow such modern damn foolishness in his house unless it was like the one down the path, and it is a jewel out of the past which had to remain -- it also works very well.

The jalousies on the windows both in the back room, and the Chinese room were made when the house was built. They are in a very fragile condition so we have taken the liberty of fastening them down to preserve them, we hope for the many years to come.

Our picture gallery on the main staircase contains but a portion of the old, interesting and sometimes amusing art work of the period we have tried to present to you.

Throughout the building are china closets, desks and book cases of irreplaceable value. In these we have placed the cut glass, objects of art and bric a-brac. There are many fine old chairs, loveseats, marble-top dressers, ancient beds, marble-top and copper sinks, with original hand turned lead fittings. We want you to enjoy them all.

This is truly a place to "Kill your cares" - thus the name Killkare House came into being many, many years ago.

We believe you will agree that the elegant furnishings deserve the best in food and enjoyment. We at Killkare House will always try to maintain a high standard of both at all times.

Thank you, deeply,

Jack and Twila Laurence

Ones who are really not "SansSouci"

Mar. 4 1967 -

Dodge Honored on 95th Birthday

Daily Astorian
June 15, '67.

Movie of Oregon Delights Group Of Historians

A dramatic and picturesque color movie of the Great Columbia River showing scenic historical and industrial highlights of Oregon proved highly entertaining to members of the Clatsop County Historical society at its Wednesday evening meeting in the Historical museum music room.

The film a gift to Oregon from the U.S. National bank and available to all interested us

National Memorial and director of the historical society. The film which included a sound track and musical back-

bridge and other local scenic shots easily recognized.

After the showing of the film

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138 THE OREGONIAN, FRIDAY, DECEMBER 29, 1967

Westport's 100 Years In Shipping To End

By LAWRENCE BARBER
Marine Editor, The Oregonian

Lumber, Westport, Ore., 25 miles east of Astoria, is due to fade as a port with the end of 1967.

The last ship scheduled for that little harbor, the SS York 220-foot con-

the Columbia River and stevedoring up and limped all the way to Astoria to top-off a six mil-lion-foot cargo.

The Westport Lumber Co. will continue at their jobs just as before. Only the employees will be missing, having already been given jobs at Astoria.

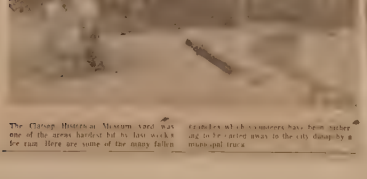
Columbia River Pilots have welcomed the handling of ships at Westport a chore. They have a rule of moving no ships in or out of the narrow channel by experts to make 11 to 12 except during the period 1½ hours after high water at As-toria to one hour after low water at Astoria.

pounds, at a time. The compa-ny runs a day to move its 200 000 board-foot-a-day production. of this in the past. The change in things is not yet as big as dark as old-en while back-first suspect. The

from the bar at the east edge of the entrance.

Daily Astorian
12/30/1968 -
Terrible damage to trees

Branches Litter Museum Yard



The Clatsop Historical Museum yard was one of the areas hardest hit by last week's ice rain. Here are some of the many fallen

trees that will be removed. Many have been cut up and are being taken away in the city dump by a municipal truck.

Vol. 94, No. 140 Daily Astorian

Distinguished Service Awards Go to Dyer, Tibbetts

Dozee distinguished service awards went to Joseph Dyer (left) shown receiving congratulations from Dreska Bergey in photo at left; and Kirk Tibbetts (left) being presented plaque by Chester Love, last year's senior citizen award winner in photo at right. Dyer was top senior citizen; Tibbetts was junior citizen award. (Photos by Daily Astorian)

Dyer, Tibbetts Earn Honors As Astoria Citizens of Year

Astorians Joseph M. Dyer and Kirk E. Tibbetts were honored last night by the Astoria Junior Chamber of Commerce Monday night as distinguished senior and junior citizens respectively. Distinguished service awards were presented at the Astoria chamber of commerce annual banquet.

Tibbetts a relative newcomer to Astoria was selected for his ideas, and subsequent work, as I have nothing to say and praising Christmas lights on the Astoria Column on Coxcomb having fun." Dyer added, Bill his active membership on the 1965 Astoria Regatta board he did record appointment to the city parks and recreation board [illegible] as well as last year's senior recipient Chet Love said, Tibbetts' chamber members Dal Dyer "interest in Astoria [illegible] were innovations [illegible] Announcing Dyer's selection [illegible] senior citizen junior winner awards for 1966 He said the announcements were made for the first time in a joint meeting with the senior chamber.

When plaques were presented to Dyer and Tibbetts, they received standing ovations from those in attendance.

Dyer, a native of Astoria, graduated from Astoria high school in 1918. He attended Oregon State college for two years before entering the service during World War I. He was discharged from the service in 1919 and returned to Astoria where he has been employed by the Astoria Plywood company for 47 years.

Dyer is married to the former Miss Ruth Hall. They have two children, Mrs. Jeanne Maddox Fashauer and Kirk D. Tibbetts, who is now employed by the Astoria Plywood company.

Dyer has been active in many civic affairs during his years in Astoria. He is a past president of the Astoria Rotary club, a past president of the Astoria Golf and Country club, a past president of the Astoria Plywood Employees association, a past president of the Astoria Plywood Employees credit union, a past president of the Astoria Plywood Employees Recreation association, a past president of the Astoria Plywood Employees Welfare association, a past president of the Astoria Plywood Employees Welfare association, a past president of the Astoria Plywood Employees Welfare

Daily Astorian 11-11-57
Flag Raised at Museum

Jim Dimick, back to camera, ... pole, with Dan Ritter, of Boy Scout troop 255, raise new flag given by the Harold Dahlgren, on the old flag pole erected on the grounds of the Clatsop County Historical museum and dedicated Saturday morning

Colorful Veterans Day ceremonies last Saturday at Flavel Historical Museum dedicated the newly-installed flag pole which has a history back to WWII. The Clatsop Post American Legion officiated with past commander Neil Morfitt speaking and Boy Scouts taking part.

Transplanted Flag Pole Dedicated at Museum

Saturday morning, a flash of color, a star spangled red and white striped, tattered above the tree tops and white tower of the Clatsop County Historical museum as the American Legion dedicated the flag pole they installed on the grounds.

Neil Morfitt, past state commander of the American Legion and member of Clatsop post 12 of Astoria, was master of ceremonies for the mid morning program, impressive to about 100 gathered on the grounds and in the street at 8th and Duane, closed by police patrol for the ritual.

Mr. and Mrs. Harold Dahlgren donated the new 50-star flag presented by Mrs. Dahlgren to Bernice Bell, first vice-president of the historical society, acting president of the society by the recent death of president Capt. Jack DeSassure.

Members of Boy Scout troop 255 with Vern Leach assistant scout master, and Explorer troop 83 with Leonard Vernon, leader, stood smartly at attention with their colors as Jim Dimmick and Mike Ritter raised the new flag to pole top in the fresh morning breeze that almost whipped the flags held by color guards of the Legion post and auxiliary.

Tells Pole's History

Morfitt gave a history of the flag pole which is itself is an historic structure. It was erected first at the old Veterans' hall, 12th and Grand after World War I. At the dedication of Tongue Point, it was removed to that installation for the dedication, moved back to Veterans hall when its replacement arrived making this its third location.

Robert Longfellow, first vice-commander of Clatsop post of the American Legion, gave the dedication speech prior to the flag raising.

An added historic highlight of the dedication exercise was presentation by Dahlgren of the flag that was raised over Tongue Point on this same pole when the naval base was decated. Acting president Bell of the historical society received the flag which had been given to the museum by Mrs. Merle Chessman, widow of the former publisher of the Astorian Budget who was instrumental in bringing the navy base to Astoria. The 48-star flag with its historic legend, will be placed in the flag case at the museum in memory of Chessman.

Many Groups Help

Dahlgren in presenting the new flag, recognized the many groups and organizations that joined the American Legion in ... replacing the old flag pole in ... visiting Pacific Power and Light company, whose crew moved and erected the pole.

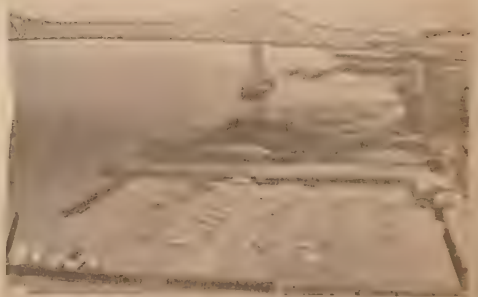
Morfitt in his concluding address, stressed reverence to the flag of the United States, asking the Americans during ... grade it," but instead "lift your eyes to the flag."

As the banner rossed up the pole every eye automatically obeyed that request.

... commander, ... the society in ... presents his ... flag ... Tongue Point to Flavel ... historical museum ... Mrs. Merle ... widow of the late ... Astorian Budget ... Legion ... Veterans ... Historical Museum Saturday.

... old home which ... Astoria. The old ... a ladder by a tangled orchard of cherry and ... appearance. The beautiful home ... fourteen years and vandals had broken windows and carried off ... Lay ... a full block ... undeveloped ... portion, and the house was there. ... P&L recently ... power plan to ... old home which the Overbays plan to restore. Also unique collectors ... antiques found ... old ... and a square Italian ... The original abstract of title to the ... was part of a 320-acre federal land grant to John and Mary Astor was signed ... Grant. The two story wood house was built in 1925 on a half acre by ...

West End Boat Basin Renovated



This photo shows the West End small boat basin since its recent rehabilitation. Floats are all new and the old timber pier has been replaced by a new, wide row of floats. Since this photo was made, additional floats have been placed along the passageway paralleling the east bulkhead in background and more floats have gone in on the west, or near side. A total of more than 600 moorages will be available when all are in, according to Capt. Robert Lawlis, moorage basin superintendent for the port commission.

Daily Astorian 11-11-67

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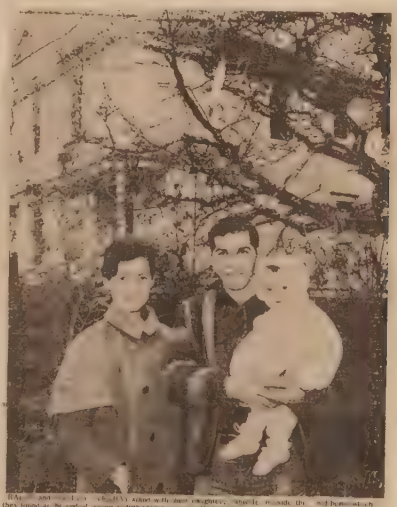
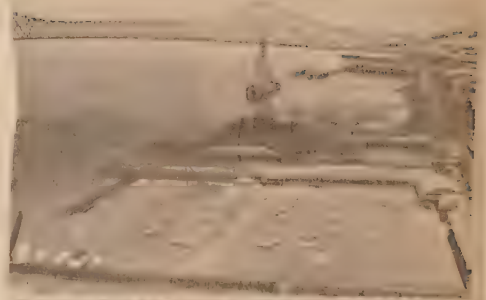


West End Boat Basin Renovated



Jan. 16 - 1969.

Granite Memorial Marker Given for Pioneer Cemetery

Granite marker standing in the center of Pioneer cemetery, 15th and Niagara, was donated by Astoria Granite Works recently. Dick Thompson, right, of the farm hands documents of ownership to Chairman Dr. Edward Harvey of county historical advisory committee.

Weathered Flavel Mansion Once City's Grandest Home

Editor's Note: Following article on the history of the Flavel mansion which houses Clatsop County Historical museum, was written by Valerie Mays, student at Clatsop college

By VALERIE MAYS

The Flavel mansion, built between 1885-87, stands between 8th and Exchange in Astoria. The passing of years and little public interest have contributed to its shabby appearance. But through weathered paint, the dignity and gentility of the structure are still impressive in order to appreciate the mansion, one must go back into Clatsop county's history.

It was in 1846 that a violent storm lodged the US warship Shark against a rocky cliff on the river bank, near what is [illegible] and Commercial. The survivors built a crude log dwelling not far from the wreckage. Consequently, the shack became known as the "Shark House." It was used as a refuge for travelers and settlers. Among such travelers were the Conrad Boellings, who came from Ohio in 1849.

Capt. George Flavel, mariner, captain and master of his own ship, sailed around Cape Horn to Astoria in 1849. He married Mary Christina Boelling, daughter of Conrad Boelling. Together they led a rich and full life in Astoria.

Out on a dim-lit town, lights of the Flavel mansion shone. As the viewer drew closer, the gracious home loomed larger, seeming to overflow with gaiety and good will. Women in silken gowns moved about in congenial company while their men talked of exciting adventures. Thus the story began.

Ships Schooner

Capt. George Flavel had come to Astoria in 1849 aboard the Goldhunter, thus beginning a brilliant maritime career in the Sunset Empire. Sailing to San Francisco he bought the schooner California and put it on the Columbia river bar. By good management he soon succeeded in excluding the opposition of Marv Taylor and securing full control of the bar pilotage." In Astoria the captain married Mary Christina Boelling and had three children, Nellie, Katie and George.

Capt. Flavel built the home at the height of his career. He engaged a San Francisco architect to design the symbol of the captain's success. Mrs. May Miller comments, "This house is Victorian in style, but is not overdone as so many of that period." Capt. Flavel began the mansion in 1883 and completed it about a year or so later.

On his sea ventures, he gathered exotic materials from many islands. Philippine mahogany for paneling, hardwoods and tilings for the fireplaces and European marble for the washstands.

Unusual gardens were fascinating to the captain. He built the dining room with plenty of windows and a garden east so that all his guests might enjoy the beauty of nature. A feature of the tree-lined garden is a pond lined with native stone. Lily pads still float upon the surface, while large tropical goldfish swim below. Many of the trees were imported and planted several years before the house was completed. Mrs. Miller estimates that the trees are 80 years old. One of the older trees is quite famous, naturalists claim its species to be the first known deciduous tree dropping it leaves seasonally. A native of China, it is called the Gingkho tree.

Hobby Was Fireplaces

"The captain's hobby was the collection of elegant fireplaces. He had six picturesque fireplaces in his home. They are constructed of foreign woods rosewood, mahogany, walnut, maple and cherrywood. Similarly the tilings were imported from Italy, Algiers and Belgium.

Entering the entrance hallway, one notices three main rooms, the music room, the sitting room and the dining room. Today each holds its own historic charm even without the original furniture.

To the left of the entrance hall is the music room. First to catch the eye is the ornate rosewood fireplace encircled by blue tile. A card labels the hearth, "Rosewood, Blue Tile Italy." Above its mantel, a large painting of Capt. Flavel overlooks the vastness of the room now furnished with pieces of donated period furniture.

Across the hall is the sitting room, once filled with overstuffed chairs. The fireplace in this room is different but no less fascinating in detail. The tiling has a continuous pattern of flowers and small birds. The card reads, "Mahogany, Green Tile, Algiers." The room is now filled with encased pioneer and Indian artifacts.

Had Running Water

The dining room, also on the first floor, once used for stately teas and lavish dinners, is now silent except for the tourists foling through. Its fireplace is intriguing with plain majolica tile from Belgium and handcarved walnut.

All the rooms are finished in a high paneling of Philippine mahogany, which is classic in lase but decorative. The result is a restful, uncluttered orderly appearance.

This mansion was one of the first in Clatsop county to have running hot and cold water, which was supplied from four marble washbasins. The marble served as counter and splashboard quite unusual in the county. "Most people," says Mrs. Miller, "stacked up towels to keep water from splashing the wallpaper."

While most homes were lit by coal oil lamps, the Flavel mansion was the first home in Clatsop county to install a gas lighting system. Later the first gas fixtures were converted to electricity long before others made the change.

Another unique feature of the mansion is a spiral stairway tucked in an obscure corner. It winds four stories with a landing on the third floor from pass pantry to cupola, or "widows' walk." Carpenters today marvel at this feat. A story is told that while husbands were at sea their wives would climb this tower to watch for their ships coming across the bar.

The mansion was continuously occupied by the Flavels and descendants until the death of the oldest daughter Nellie, in 1933. Nellie's grandniece and one of the heirs, Patricia Flavel, deeded the land and house to Clatsop County Historical society.

Gets Little Support

During World War II, the Red Cross and Clatsop County Health department opened offices in the mansion. The Red Cross offered first aid and made bandages on the first floor while the health department set up offices on the second floor.

Throughout the historical society's supervision of the mansion, the problem of public apathy and lack of funds has been urgent and frustrating. To quote the Daily Astorian: "We have two fine museums here, the Clatsop County Historical museum in the former Flavel home and the Columbia River Maritime museum in the old city hall building. Both are open only because a few individuals assume the responsibility, with money and with volunteer labor, to keep them open."

The Flavel mansion in its beauty and dignity, makes a rich historical contribution to Clatsop county. It deserves more veneration and support than it has been receiving from the public.

Oregon Journal
Portland, Ore.
Nov. 7, 1968
Issue.

Daily Astorian July 7-'67

2 Rooms Painted at Historical Museum

Pythian Sisters at a recent flea market raised enough money to buy paint for two rooms of the Clatsop Historical Museum. Members of Knights of Pythias volunteered to do the painting. From left, on floor, Harry Series gives professional advice to Ralph Fox and R. P. Van Winkle, on scaffold. With paint buckets is Dick Van Winkle and his brother Frank wields paint brush. Also helping were Howard Schafhauser and Syd Shaffer

Daily Astorian Flavel House Painted 8-16-67

Astoria painter Harry Series was busy painting the Flavel house, Clatsop county's historical museum Wednesday morning. New coat should be completed soon. The museum has been undergoing its face lifting for more than a week.

$4200.00 cash 900.00 total job
paint inside, roof & 24 doors in 1968 - Shirt
Paint outside. incl. Mesh Sides

Small Group, Big Job

Clatsop County Historical Museum in the old Flavel mansion, Eighth and Duane, is getting an interior beauty treatment prior to the Regatta, with several of its first floor rooms and the long entrance hall repainted in soft pastel shades.

This fact alone is not wholly news, for local residents must, by now, be aware that constant repairs and upkeep must be maintained to keep such a place worthy of the thousands of visitors that tour the stately building every year. But the fact that a small group of civic-minded citizens has taken the job upon themselves as a community project makes it newsworthy and deserving of note.

The Knights of Pythias, Columbia Temple 122, Astoria, have been mounting tall ladders and manning paint brushes and rollers for the past two weeks as their donation to their community. First, the Pythian Sisters, Sunset Temple, raised the money to buy the paint by conducting a "flea market" sale. Then the men set up the tall ladders and scaffolds from where they dusted down the 14-foot-high ceilings, and extensive walls, cleaning moldings and corners before applying the paint. They are now working on the dining room, after completing the spacious music room, long entrance hall and the "Indian" room.

[illegible] and coffee or cake and fruit punch each evening making a [illegible] groups in the state, this big project for their [illegible] deserves appreciation [illegible] scale

Astoria Pythian Lodges Receive Ovation at Grand Temple Meet

Mrs. Ralph Fox, presiding at the meeting Wednesday night of Sunset temple, Pythian Sisters called for a report on the grand temple meeting in Portland earlier this month.

Mrs. Russell Snider, grand representative to the Portland meeting gave a report on resolutions adopted by grand temple and other pertinent matters on the agenda.

She stated that Ralph Fox made the report at the grand temple meeting of the Knights of Pythias on the project of replastering the walls and ceilings of the Clatsop County Historical museum. The grand chancellor of the Knights of Pythias of Oregon, presiding at the grand temple meeting called for a standing ovation commending Columbia lodge 122 of Astoria and its Sunset temple Pythian Sisters for this project. Despite the fact that the two local lodges are second to the smallest in the state, this community project of renovating the rooms of the museum an the old Flavel mansion their services to the Retarded Childrens' Association and other charitable groups and their donations of food and money to the Pythian Home for the Aged in Vancouver, surpass such work in the larger Pythian lodges, they learned with just pride at grand temple.

It was announced that Sunset club of the Pythian Sisters will hold a style show open to the public, with Job Corps girls as models November 15 at the Historical museum.

Mrs. Snider and Mrs. Dale Layton served everyone pie and coffee at the close of the meeting.

ASTORIA BRANCH
AMERICAN ASSOCIATION OF UNIVERSITY WOMEN
PRESENTS
THE HISTORIC HOMES TOUR
AUGUST 20, 1967, 1:00 - 5:00 P. M.

Featuring the following homes:

Captain George Flavel (1887) Noted for its Victorian Architecture, 6 hand carved mantle fireplaces and fourth story cupola viewing the Columbia River.

Judge W. H. Gray (1870) This home is built entirely of cedar. The exterior has not been changed except for the addition of a small porch. The home is furnished with lovely antiques.

John Hobson (1863) Third oldest structure standing in Astoria, is still in original family ownership, and has furnishings which came around Cap Cape Horn.

Gust Holmes (1888) Typical Victorian home with original wallpaper, and furnishings, and an excellent example of grain.

Judge Page (1878) This home restored this fall has the original staircase, an imported stone fireplace, and many antique furnishings.

Benjamin Young (1888) This Victorian home, in original family ownership, has many of the original furnishings.

Guided tours begin at The Flavel House, now The Clatsop County Historical Museum. From 1:00 to 2.30.

Tea will be served from, 3:00 to 5:00

Tour Tickets:
Adults: $1.00
Children .50

Daily Astorian Astoria Clowns Always a Favorite Aug 18-1967

The Astoria Clowns [illegible] will be among entrants in the grand [illegible] urday, August 26. Clowns delight youngsters and adults alike [illegible] They generally have ample supply of candy to dispense along line of march

The Daily Astorian Astoria Oregon Thursday August 31 1967

Tillamook Rock lighthouse stands today as a noted landmark although a 15-foot buoy has replaced the structure as an aid to coastal navigation. Ten years ago tonight the light stopped. (Sam Foster Photo)

Era Ended as Tillamook Rock Light Went Out 10 Years Ago

By SAM FOSTER

Ding dong seem miniaturized in- Old tanks that were kept spot- ago midnight tonight hundreds deed. Marked TTR the even lessly painted are now colored of Cannon Beach Seaside and number 2 meaning it should be with rust. Hand rails that were Gearhart residents gathered on on your right as you are head- carefully maintained now ap- the beach to witness the end ing north and the TR standing pear unsafe and on the point of for Tillamook Rock the present crumbling. The kelp flies were buoy is an almost maintenance always a bother to the crew September 1, free operation. The fog horn and Allik can imagine what it Oswald Allik blares with each roll of the must be like now that the wild and living in Port- swell but the battery-operated life has taken over turned off the powerful light blinks on and off only at Tillamook Rock lighthouse beam night, turning itself off each the last time dawn and on again at dusk.

table Campaigns by groups to save the light had failed in the name of economy and efficiency, the Coast Guard replaced the treacherous station with an automatic buoy one-half mile west.

This ended an era that had begun January 21 1881, when the light flashed for the first time.

Modern navigational aids to ranging have made it possible to greatly reduce the range formerly required by the light- house. Four hundred thousand candlepower and an 18-mile range was the peak beam of the 1857 output compared to the 400 candlepower seven-mile range of the buoy today.

The lowering 133-foot tip of the lighthouse makes the pres- ent 15-foot radar reflector wins

After the government declared the lighthouse surplus and the state refused possession, it was privately purchased by sealed bid in 1959 for $5,600 by a group of Las Vegas, Nev., men call- ing themselves Academic Eco- nomic Coordinators.

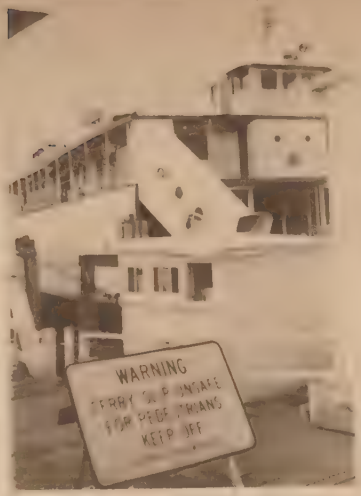
They claim they have no pres- ent plans for its use. The 1966-67 county taxes of $194.16 they paid is the estimated value based on sale price. No assessor has ever dared attempt the dangerous landing for a physical inventory.

Allik visited Cannon Beach last month to view for the first time in 10 years the ravages time has taken of his former house. Most noticeable is the white paint job the birds have done on the rock itself.

All manner of sea birds have taken over every level area of the buildings.

Gulls on the rock. Rust streaks down the building that used to gleam with snow white paint.

MR Chessman Goes to War, DUE FOR SERVICE IN VIETNAM



Fairwind ferry M. R. Chessman will be leaving Astoria for ferry duty in Vietnam if present plans are completed. The 172-foot ferry, idle since opening of the Astoria bridge was purchased for $300,000 by the International Development Mission

The 30-year-old ferry M.R. Chessman, which has the reputation of not [illegible] supply, has been purchased by the federal government for [illegible] International Development Mission which is financed by the government.

With no one else bidding for the 172-foot steel vessel with 800 horsepower diesel propulsion engine, the federal government offered $300,000 $150,000 less than the price tag. It got the Columbia's biggest ferry, which was named [illegible] a state senator and on highway commission and earlier on the fish commission.

The ferry, which has a capacity of 418 passengers and 47 vehicles, will be towed across the Pacific presumably because it does not steer well without a load in rough water. Its fuel tanks are modified for substantial ballasting. Heavy vehicles or other cargo might do for ballast if shifting were prevented.

One of the four local ferries, the Kitsap, was lost in the gulf of Alaska which is often much more rough than a more southerly course route across the Pacific.

The M.R. Chessman was completed in 1948 at the Albina yards in Portland, OR, first and only ferry that the state of Oregon built for use here. The three others were acquired from Captain Fritz Ellwing.

Treasure Hunt Site Readied for Winter

MANZANITA—Treasure hunter Tony Marreo returned to the Manzanita beach recently to prepare the digging area for winter. A square casing was sunk to protect the hole during winter storms. Recent digging revealed a ring of rocks which Marreo believes were

Legion Donates Cedar Flag Pole To Historians

Clatsop American Legion post has donated to the Clatsop Historical Museum a 60-foot cedar flag pole that formerly stood at the old Veterans' Hall, 12th and Grand

[illegible] company. It has been repainted and re-capped with new flag halyard. It was erected Monday.

Formal dedication is scheduled for 10:30 a.m. on November 11 anniversary of the armistice that ended World War I. Neal Morton, past department commander of the American Legion will preside and speakers Wheatley Legion post commander will formally turn over the pole to Dorothy Bell representing the historical society.

Mr. and Mrs. Harold Dahlgren will donate a new American flag to be flown from the pole. They will present the flag to Bell during the ceremony and it will be mounted by a party of Boy Scouts.

Daily Astorian Loyal Booster Of Astoria Dies In San Rafael

Louis Meyer (Pete) Sovey, 81, died [illegible] Oct. 10, 1967

[illegible] youth here. He [illegible] Rafael many years [illegible] a business on San Francisco, [illegible] porting lumber to Aust[illegible]

Sovey was a life member of the Clatsop county Historical society. He was considered the [illegible] garrison angel of the Heritage [illegible] museum to which he contributed gifts amounting to more than $18,000 in appreciation of Astoria's historical past. In his home he kept an "Astoria Room" filled with pictures and relics of early Astoria because of his admiration for Astoria and its pioneers.

A few years ago Mr. and Mrs. Sovey made a two year trip around the world and he took colored motion pictures that require six hours to show. He brought them to Astoria and one of the most beautiful was of the wild animals in South Africa.

Services for Sovey will be Friday at 10:30 a.m. in the San Rafael Mission church and [illegible] ary will be at the Keaton Mortuary San Rafael. Burial will be in the San Rafael cemetery.

Survivors include a sister Mrs. Grant Trullinger, San Francisco and two cousins Arthur Dempsie Seaside and Earle Freeman, Portland.

This Was Astoria in 1910

Astoria looked like this in 1910 when Astoria Electric company became part of newly-organized Pacific Power and Light. Photo, loaned by B. K. Locke, shows Commercial street with some of the town's first electric street lights hanging high above the car tracks. Postal Telegraph office is on the corner at right, present location of Thiel's restaurant, the Astoria Dental Parlors directly across the street.

Death Takes Bar Pilot Capt. Jack De Sassise

CAPT. JACK DeSASSISE

[illegible] a mate [illegible] Line and [illegible] helmsman [illegible] on Shang[illegible] steered his [illegible] go[illegible] [illegible] [illegible] [

Bumble Bee Company's Elmore Cannery Becomes National Historical Landmark

Upper picture is an old view of the Elmore cannery, evidently taken before 1899 when Columbia River Packers association was formed, because the Elmore name still appears on the sign board. Below, President John McGowan of Bumble Bee Seafoods stands in front of the cannery as it looks today. Also shown is bronzed Samuel Elmore, founder of the cannery in 1881. The cannery has just been named a historical landmark

William Wootton retired vice president of Bumble Bee, recalled this week that Elmore had originally built a cannery fronting on what is now W Marine Drive, but later built a new plant—the present cannery—out on the water

Wootton heard this from his father and other old timers in the canning industry here.

He himself remembers Elmore, who died in 1910 in San Francisco.

"He wore a full beard, was always meticulously dressed, wore a big ring on his finger and smoked a big cigar," Wootton recalled.

530,000 Cases Packed

Elmore registered his "Magnolia" brand in 1882 and packed salmon for many years under that trade name.

In those days there was a multiplicity of brands on the river—there were 39 canneries on the river then. The total pack on the Columbia river was 545,000 cases—as much as Bumble Bee packs at the present time before Elmore built his cannery.

Astoria was truly in those days the salmon packing capital of the world.

Elmore ran his cannery until 1898-99 when he with A. B. Hammond and various other packers organized Columbia River Packers Association, Inc. George and Barker, the Occident cannery, the Seaborg cannery at Ilwaco, and John Hanthorne's packing firm were among those participating in the merger.

This "combine" as fishermen of those days called it, closed down all but three of the merging canneries. The survivors were Elmore's, the Astoria cannery where the Bumble Bee main office now stands, and a cannery in Eureka, Calif.

In 1956 CRPA was organized as Bumble Bee Seafoods Inc. and later affiliated with Castle and Cooke corporation of Honolulu of which it continues as an autonomous subsidiary.

Welcomes Tourists

The Elmore cannery has become a major tourist attraction here and Bumble Bee makes a point of welcoming interested visitors for guided tours. President John McGowan reported 12,000 of them have visited the plant this year, greatest number for any year so far.

National Park Service is expected to provide a plaque to be placed on or near the canning cannery. The survivors were officials marking it as a National Historical site by one for delivery of the plaque. At press time no date had yet been announced.

National Park Service report recommended the cannery as one of 87 sites as Bumble Bee Seafoods Inc. on 26 states commissioned and later affiliated with Castle advisory board for registration as National Historical sites Cooke corporation of Hono- July of which it continues as lulu of which it continues as an autonomous subsidiary.

Among them are the Henry Ford estate in Dearborn, Mich., the Harry Woolworth building in New York's Woolworth Building and Bumble Bee makes a point of welcoming interested visitors. The Wilmington, Del., site of the early E. I. Du Pont powder works.

Directors Plan Finest Astoria River Museum

Museum has acquired a sizable number of artifacts and has already been set up in the former city hall building in Astoria, where they may be viewed by the public. More rooms have been listed out and a fourth will be ready in the near future.

Gifts Noted

Klep declared the Astoria museum is the only pure maritime museum on the North west. Others, he pointed out, are combined with [illegible]

Lord at Sea on this week

other pieces be [illegible] in the l

The speaker said assistance in gifts and loans of artifacts has come from various [illegible] ple from Karl Koerner [illegible] of the San Francisco [illegible] and oth

Jon Dodd, chairman of [illegible] ...ed the As[illegible] ...ance of [illegible] ...ready for display. A new display [illegible] has been the location of a women's [illegible]

Maritime Museum to Display Model of Waterfront

Among the artifacts of local maritime history which the new Astoria Maritime museum is assembling is this model of the Astoria waterfront from 8th to 12th streets as it looked in the 1890s. The model was made by Walter Stangland, 111 Fifth. The view is of the river looking south. At left is the Astoria and Columbia River railroad dock, shown as the Lurline dock from the river boat Lurline which is the second boat from the left among those shown moored to the model. Each boat represents an actual vessel that visited in those days. The railway line is that of the Astoria and Columbia River railroad predecessor of the SP&S.

Maritime Museum Seeks Site For Columbia Lightship "88"

Ed. Note—Astoria has received $100,000 from Lord John Jacob Astor of France, and a specially appointed Astoria fund committee is investigating possible uses for the money.

This is the third in a series about facilities which have been suggested as recipients of the gift.

It has been suggested that citizens consider several questions in determining the best use of the money. What would bring in the tourists? What would bring in money not generated in the community, and leave it here?

By SARAH WICHMAN

It all began in 1792 when Captain Robert Gray sailed into the mouth of the Columbia river. And maritime activities have been making history in the northwest ever since.

The Columbia River Maritime Museum has preserved the history within its walls with hundreds of donated, purchased or loaned maritime artifacts.

Since its establishment in August 1963, the museum has grown from several rooms to fill the first floor of the old city hall. Soon the second floor will be opened and visitors will see a chronological history of the fishing industry and sections of foreign ships, ferry services, steamships and naval vessels, a typical bridge of a ship with mock up of a wheelhouse, charts and controls will complete the upstairs exhibits. There will also be meeting rooms, a board room and a maritime library.

In addition, the Columbia lightship "88" was recently purchased for $21,000 and paid for with donations as part of the museum's exhibits.

The maritime museum would like to moor the historic lightship at docks on a proposed

(cont'd on p. 1b)

(cont'd from p. 1)

riverside park.

"This has been a dominant project of the maritime museum for many months," Rolf Klep, chairman of the board of directors explained. "We are acquiring the property between 17th and 19th streets and we hope interest enough is created to have an organization created by intra-country club groups."

The maritime museum has no funds to build the park, and so it would like to see the Astor fund used for this park. However Klep pointed out that the museum would be happy to have any interested groups donate money for the park, which the museum board feels would benefit the community.

The museum board asked the city to authorize contribution of a moorage for the lightship or provide the balance of funds needed for its construction. Besides, the county has donated $3,500 toward the pier for the ship but it is not enough.

The museum director Glenn Daugherty, estimates that a riverside park with a moorage and tourist facilities could be built for $100,000.

"The park would be within several hundred yards of the parade of ship traffic in the northwest," Klep said.

Everything seems to point in favor of the park Klep remarked. The site is close to the original fortification built by Pacific Fur Trading company under Astor sponsorships in the efforts for China's and Russia's fur trade. It is near the site where the Tonquin and Beaver were anchored. And it is directly below the maritime museum building.

The maritime museum directors are doing everything in their power to expedite the riverside park project. They are in the process of "ironing out the policing of the area from the first time work starts." Joseph Dyer and Cap McCahan made rough engineering estimates of the pier. The weather conditions and best spot to moor the lightship advantageously have been studied. And the museum's legal counsel is working with the city and county to clear the title.

It is the desire of the people to still entertain the combination of library an artifact collection of the Clatsop county. It [illegible] ...ship museum on the [illegible] ...ks and.

It has been noted in an [illegible] ...ed buildings.

In the [illegible] ...ter as the [illegible] ...ghosts [illegible] ...across [illegible] ...from [illegible] ...ed [illegible] ...Daughters [illegible] ...Since [illegible] ...have [illegible] ...power. [illegible] ...more the [illegible] ...the [illegible] ...Astoria [illegible] ...and [illegible] ...from [illegible] ...dilapi-

Lightship Moorage Said Urgent

Members of the Columbia River Maritime Museum [illegible] ...ation [illegible] ...Commissioners Friday morning [illegible] ...with [illegible] ...a permanent [illegible] ...moored [illegible] ...Astoria [illegible] ...the [illegible] ...river [illegible] ...below [illegible] ...er.

The association presented arguments similar to those given the city council at its July 18 meeting, at which the council had been asked to contribute the $40,000 cost of the moorage.

At that time council members said they were willing to help out, but believed the county government should contribute something too, beyond the sums it already has given to the project.

County commissioner members Friday indicated a willingness to contribute, but the question of how much is the [illegible] ...state law limits [illegible] ...to [illegible] ...and [illegible] ...to [illegible] ...commissioners and [illegible] ...members [illegible] ...and [illegible] ...not [illegible] ...to [illegible] ...even [illegible] ...to [illegible] ...matter [illegible] ...be [illegible] ...considered.

Commissioner Guy Thompson also suggested [illegible] ...possibilities [illegible] ...of [illegible] ...fees [illegible] ...Astor [illegible] ...and [illegible] ...the county veterans [illegible] ...should [illegible] ...and [illegible] ...help [illegible] ...asking [illegible] ...to [illegible] ...pay [illegible] ...its [illegible] ...share.

It also [illegible] ...to [illegible] ...light [illegible] ...for [illegible] ...docks, meaning that [illegible] ...should [illegible] ...river [illegible] ...front [illegible] ...there [illegible] ...a [illegible] ...plan [illegible] ...to [illegible] ...for [illegible] ...tax [illegible] ...on [illegible] ...a [illegible] ...portion [illegible] ...of [illegible] ...the [illegible] ...assessed [illegible] ...valuation [illegible] ...for [illegible] ...taxation [illegible] ...of [illegible] ...properties [illegible] ...in [illegible] ...the [illegible] ...area.

Commissioner Thompson said [illegible] ...would [illegible] ...not [illegible] ...be [illegible] ...willing [illegible] ...to [illegible] ...go [illegible] ...along [illegible] ...on [illegible] ...this [illegible] ...proposition [illegible] ...unless [illegible] ...other [illegible] ...steps [illegible] ...to [illegible] ...the [illegible] ...south [illegible] ...of [illegible] ...the [illegible] ...Astoria [illegible] ...bridge [illegible] ...are [illegible] ...taken [illegible] ...to [illegible] ...clean [illegible] ...up [illegible] ...the [illegible] ...waterfront [illegible] ...area.

Continued on Page 7

Lightship Moorage Said Urgent

(cont'd. from Page 1

[illegible] ...ment [illegible] ...ation [illegible] ...ation [illegible] ...ation

Displays At Maritime Museum Symbolize Heritage Of Northwest

It took two men 25 years to build this 10-foot model of a five-masted bark. The large cargo vessel, about 200 feet in length, belongs to late 19th century period. Carl Edward of Astoria began work on the model in 1918 and

Fred Mikalsen, a former Astoria fisherman, finished the job many years later. The model was donated to the museum by the Oregon Museum of Science and Industry in Portland.

Seven-foot brass wheel from Harvest Queen was given to museum by Fred Devine, former salmon seiner operator. The Harvest Queen was built in 1926 by the Oregon Steam Navigation company. Seven-foot wheel controlled rudder directly. Smaller type wheels operate in conjunction with steering mechanism.

By ED DOHERTY
Staff Writer

Astoria will have one of the finest maritime museums in the nation in the very near future. At least, the Columbia River Maritime Museum is the second largest on the Pacific coast. San Francisco's is larger, and its museum operates on a budget of astronomical proportions. A great deal of credit for this local feat belongs to Rolf Klep, the organization's president.

In a period of slightly more than a year, the Astoria museum fills most of the first floor of the one-time city hall building at 16th and Exchange. Plans call for addition of a north room on the first floor soon and a maritime library and lounge on the second floor.

A historical display of the fishing industry of the Columbia is also included in plans of the museum people. Negotiations are nearly completed for transfer of about one and one-half blocks of county land adjacent to the waterfront between [illegible] and 18th streets for establishment of a maritime park where the lightship Columbia will be berthed.

When all this is accomplished the rich, dramatic history of the Columbia will become a permanent legacy for contemporary people and generations of the future.

Contributions Come In

Contributions of exhibits and funds have come from far and wide and this has been a source of great pleasure to Klep and his fellow maritime aficionados.

"We have had wonderful cooperation from the business houses and industries in Clatsop county," said Klep. "These firms have not only given money but have donated services to us which would have cost thousands of dollars if we had to pay for them."

Other museums including those in San Francisco and Seattle, have cooperated closely with the Astorians in their efforts. The Navy, the U.S. Coast Guard and many other organizations and individuals have donated exhibits.

Organizing a museum involves a lot of hard work and spent a year talking with people before things started moving," continued Klep. "Transportation, displays, exhibits, mountings all require time, effort and money. You can't run an operation like this on peanuts."

Demand Quality

It would be possible to move ahead with the project at a faster pace if Klep and his associates were willing to sacrifice quality for quantity but they do not wish to do so.

"We have one of the finest locations for the museum in the world. Except for a few of the waterways in Europe there is no other place where the main stream of marine traffic runs so close to a museum," he said.

The interior of the museum is freshly painted well-lighted and clean. The displays are spaced properly to eliminate a cluttered effect. Murals blend with a general marine motif adding to the overall nautical mood.

Among exhibits are a series of museum Navy ships, the Ainsworth river craft collection on loan from the U.S. National bank, several pieces of equipment from the battleship Oregon, the beacon lights from North Head, ships' wheels, a whaling gun and many others. The miniature ships are enclosed in attractive glass cabinets protecting them from handling damage and deterioration.

Tells Northwest Story

"The museum tells the story of the northwest as well as the Columbia river and should be looked upon as a regional institution rather than a local one," Klep added.

The magnificent plans of the Columbia River Maritime Museum was acquisition of the lightship Columbia in 1963. This 50-year-old veteran of service at the mouth of the Columbia was snatched from the jaws of a Seattle scrap yard just in time to prevent its utilization demise. Due to the timely and decisive action of museum members, this metallic symbol of maritime history will live forever to remind young and old of their great nautical heritage.

The Columbia River Maritime Museum depends upon voluntary contributions and donations as well as membership fees. The museum people hope their institution may qualify for funds from private foundations or from the federal government. If this should happen work on the project could move forward much more rapidly.

Curator of the museum is Glenn Daugherty, formerly of Portland who had over-the-years experience in this line.

Astoria's existence has [illegible] early days when John Jacob Astor's ships sailed to New York laden with furs from the Oregon country. The furs, the sailing ships and most of the Indians are gone but the Columbia keeps rolling along, providing modern man a physical link with his cultural heritage.

Norwegian whaling gun has explosive charge on harpoon that was brought here from Antarctic. Explosive head results in serious injury to whale regardless of where it is hit.

Although there are newer types of whaling guns, this one could do the job with little trouble.

Many ships have entered the Columbia river down through the years guided by the beams of the North Head lighthouse. The beacon, one of the first lights of its type on the West Coast, has great magnification. Lens for light was made in France to meet exacting optical specifications. Light can be seen as far as 21 miles.

Maritime Museum Gets Gangway Board

Astoria Historical society has given the new Columbia River Maritime Museum a set of carved wooden gangway boards from the old gunboat Concord. Eldon Beckett, left, historical society president and George Patton of the maritime museum association pose here with the boards at the Clatsop Historical Museum. The boards were used to flank the gangway as it passed through the bulwarks of the quarterdeck of the warship. The Concord, which gained fame from service in the Philippines during the Spanish-American war, ended its days as quarantine ship at the old Knappton quarantine station of the U.S. immigration service. The ship was broken up in 1930. Many relics were saved.

Daily Astorian 2-2-66

Looking over an early day life of the local newspaper telling of an ancient shipwreck in these waters are the new officers of the Columbia River Maritime Museum auxiliary. From left, they are Mrs. Rolf Klep, historian; Mrs. Arthur V. Young, vice-president, and Mrs. Dick Thompson, treasurer. Mrs. Joseph Dyer, secretary, was not present.

Maritime Museum Auxiliary Installs; Hears History of Explorer Capt. Gray

With the installation of charcorsages as each took the oath ter officers of the auxiliary of of office administered by Rolf the new Columbia River Mari- Klep, president of the board of time museum Wednesday the directors. Others taking office were retiring "last sail" for a were Mrs. Arthur V. Young, year of anticipated accomplish- vice-president; Mrs. Joseph Dyment er, secretary; Mrs. Dick

Mrs. Paul Talonen and her Thompson, treasurer, and Mrs. officers were presented with Klep historian.

Various committee heads were appointed by the new president Mrs. Ed Ross, membership; Mrs. Eben Carruthers, representing Mrs. Edgar Quick, ways-and-means; Mrs. David Eccles and Miss Dorothy Woodson, publicity. These, too, were installed and given corsages.

When Mrs. Talonen called the meeting to order, she used a teakwood gavel, which her son had carved from the wood of the battleship Oregon.

During the transaction of business it was reported that the previous [illegible] membership. Members donated to [illegible] corsages at a 2.50 cost and a gauge at each of museum projects.

The highlight of the meeting was the informal report on Capt. Robert Gray, discoverer of the Columbia river, by Mr. Harry Flavel. During his talk, Mrs. Flavel presented the museum with some excellent photographs of Gray and his ship, the Columbia, which are now mounted from plates made from original historical books. Some of these photographs are copies of paintings done by Gray at the home of Prince Rupert. The list can be kept at the museum, where it should be of value to students of history.

In her talk Mrs. Flavel stressed the far-reaching effect of the discovery of the Columbia river. She told how Gray, [illegible] 29 years of age, heading a crew of [illegible] men, sought to bring [illegible] large ship to [illegible] Gray's ship was named for his wife, Columbia, and should be looked upon as a regional institution rather than a local one," Klep added.

The magnificent plans of the Columbia River Maritime Museum was acquisition of the lightship Columbia in 1963. This 50-year-old veteran of service at the mouth of the Columbia was snatched from the jaws of a Seattle scrap yard just in time to prevent its utilization demise. Due to the timely and decisive action of museum members, this metallic symbol of maritime history will live forever to remind young and old of their great nautical heritage.

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The Daily Astorian, Astoria, Oregon

Clatsop Museum Tour

[illegible], state parks historian, and [illegible], assistant state engineer and director of State Highway Department, listen to R. [illegible] Bell, vice president of Clatsop Historical Society, during Friday's four of county museums by Salem group. County has asked state for matching funds of $5,000 to be used for improvement of museums here. Group was accompanied by Bob Scott, flower photo; comptroller Oregon Historical Society. (Daily Astorian Photo)

Parks, Museum People Tour Clatsop Sites

From the Salem office of [illegible]

am K. Hess and [illegible] assistant date recreation direc- [illegible] Elizabeth Warner, parks [illegible] and four [illegible] ects.

[illegible]

[illegible] a county request for state [illegible] during Easter [illegible] date recreation [illegible] The county has [illegible] $60 in the budget for the [illegible] grants on a dollar-for-dollar [illegible] matching basis.

The three visitors met with various museum [illegible] building and committee people in the [illegible] county.

[illegible] our start at 11 a.m. Commissioners present were [illegible] Jackson chairman, and Arthur [illegible] county engineer.

[illegible] was presented to Rolf Klep, president, Maritime Museum [illegible] from Art Douglas, chairman of Clatsop Historical advisory committee, John Steeple, chairman of executive committee [illegible] team of Clatsop Historical Society, Art Fee of Historical Society, secretary, Ned Thorne, [illegible] of Historical Society director Mrs. M. [illegible] Miller, [illegible] historical society, [illegible] Burnbo, [illegible] president of the Historical Society, and wife, Fort Clatsop [illegible] Memorial.

Daily Astorian
Feb 18, 1967

Museums Await State Decision On Match Funds

Daily Astorian
Oct 17, 1966

Both Astoria museums are awaiting a decision from the Oregon Historical Society regarding their request for state matching funds.

Clatsop county voters last May approved $5,000 for both the Columbia River Maritime Museum and the Clatsop County Historical museum. The past session of the Oregon Legis[illegible] appropriated a matching [illegible] for the two museums here provided [illegible] Late matches this amount in

Angry Seas Battered And Sank This Ship, Sending Her Crew To Their Deaths

THIS REMARKABLE PHOTOGRAPH, showing the storm battered hulk of the freighter Iowa after she sank on the treacherous Peacock Spit at the entrance of the Columbia River on January 12, 1936, was taken by the late Frank Lynch, former Post-Intelligencer staff photographer. In the center is the vessel's foremast, to which members of her crew clung until they were swept to their deaths by mountain high waves. Waves sweep over the Iowa's superstructure. Lynch took this photograph from a Coast Guard cutter, braving rolling seas with waves that exceed 50 feet in height to accomplish the feat that was a tribute to his devotion to duty.

Daily Colonian Febr. 15-1969

Old Boxcar Goes to AMCCO for Repair

Crane provided by Humble Bay Seafoods loads World War I boxcar aboard truck from Astoria Marine Construction company Friday afternoon. Boxcar, owned by Clatsop venture 40 and 8, is slated for repair at AMCCO and then will go on display at Warrenton. Many volunteers assisted in loading the car. (Bixby-Astorian Photo)

Daily Astorian
Febr. 1st 1969

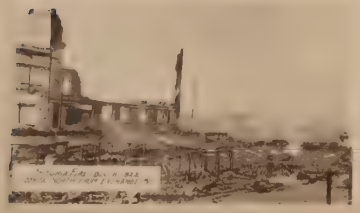
Boxcar to Have Repair, Display

A World War I boxcar owned by Clatsop venture 40 and

[illegible] company for extensive repair [illegible] it is then scheduled for d[illegible] plays at Warrenton. The boxcar was donated by [illegible] owned it from Salem in 1961, [illegible] boxcar and which served in France during World War I.

It will be taken to AMCCO aboard a truck provided by the [illegible] Bay Seafoods used in [illegible]. Hubbard will be in charge.

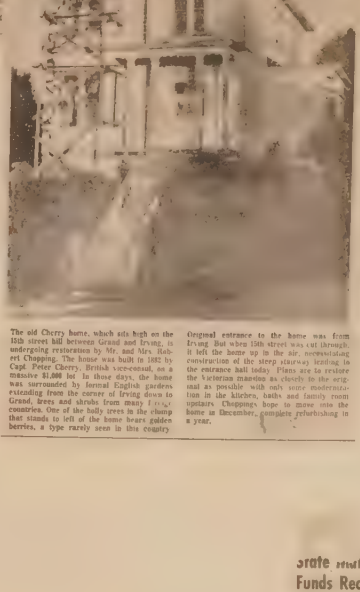
[illegible]ith Herrier, Frenchy Arceneaux, Ray Strubel and Jim



Choppings Restoring Victorian Mansion Built in '72 by British Consul Cherry

Mr. and Mrs. Robert Chopping stand at foot of [illegible] staircase, outstanding feature of the old Cherry home which they have purchased and are restoring to the splendor it knew in the late 1800's. Wood for the sweeping rail was brought around the horn by sailing ships. Oak was also used on the fireplace remainder of woodwork cedar. The Choppings' poodle, St. Nicholas of Astor, will have plenty of romping room when the family moves in (Daily Astorian Photos by Don Roberts)

[illegible] Ste[illegible] to a [illegible] and [illegible] to [illegible] the top of the 12-foot walls ceilings in the home, and [illegible] the sweeping curve of the front of [illegible] Home [illegible] ber, with completion date a good year away.



The old Cherry home, which sits high on the 15th street hill between Grand and Irving, is undergoing restoration by Mr. and Mrs. Robert Chopping. The home was built in 1882 by Capt. Peter Cherry, British vice-consul, on a massive $1,000 lot. In those days, the home was surrounded by formal English gardens extending from the corner of Irving down to Grand, trees and shrubs from many foreign countries. One of the bally trees in the chimp that stands to left of the home bears golden berries, a type rarely seen in this country.

Original entrance to the home was from Irving. But when 15th street was cut through, it left the home up in the air, necessitating construction of the steep stairway leading to the entrance hall today. Plans are to restore the Victorian mansion as closely to the original as possible with only some modernization in the kitchen, baths and family room upstairs. Choppings hope to move into the home in December, complete refurbishing in a year.

Mrs. Miller remembers Mr. and Mrs. Chopping are ly respected, little children rel- the pretentious home as being [illegible] bulk of the work alone

Letters To Editor

To the Editor:

[illegible] is the most pleasingly [illegible] of public grounds in the [illegible] Extensive [illegible] ers [illegible] and [illegible] ex- [illegible] cal museum by [illegible] ably [illegible] that [illegible] dense black [illegible]

This prompted a survey [illegible] a remedy possibly through [illegible] installation of modern [illegible] equipment. A request was made of the city of Astoria for several of the old street lights just [illegible] from [illegible] [illegible] [illegible]

Lady Astor Enchants Church Women At Astoria Tea Part

By MJ SCHRICK
Special Writer, The Oregonian

The warm hospitality of a small Western town and the graciousness of one of England's "first families" mixed and matched over tea Wednesday as Astoria opened its program-centennial celebration.

The honored guests were Lady Astor, whose husband, a great grandfather married the United States interest in Oregon country, and her daughter-in-law, Lady Irene Mrs. Mark O. Hatfield rep resented Portland, Oregon, in welcoming the visitors who had traveled 600 miles to attend the birthday party.

Mrs. Marjorie Hulderman lent her home to the Presbyterian Church women for the tea. The Halderman house, a show place of Astoria, was built in 1863 by her great grandfather, John Hobson, who migrated from England in 1863. 37 years before Lord Astor's family left New York for England.

Tea Crowded

The party was a "smash" of the literal sense. So many Astorian ladies showed up that attendance of a formal event had

in a halo ha. of blue flowers that interested the blue of her eyes, chatted with guests at one end of the room. Lady Irene on an arrows sat with a matching hat couple, made friends in another corner.

Lady Astor is an avid gardener. Mrs. Stewart Tuft of Portland, discovered when she made a dispensing remark about the skunk cabbages be ing one of Oregon's earliest blooming wild flowers.

Lady Astor rolled off the botanical name and reported she had one skunk cabbage plant in her garden which cherish.

Friendly Lady Irene liked to remind folks that she and her husband, the Hon Gavin Astor, had made the pilgrimage to the town named for his ancestor once before.

It was no hardship for the British to go right from a four course luncheon at the John Jacob Astor Hotel to a tea party in England everyone likes a cup of tea after noon, an English tourist said.

Recipe Admitted

One guest at the tea table joked to Mrs Walter Dimmick, who was pouring, if this tea made with tea bags? Mrs. Dimmick admitted it was.

"Not really," exclaimed Lady Irene, then quickly covered her consternation with "I mean you have hidden them well."

Mrs. Hatfield wore an Oregon green verses coat over a matching green dress. An all white carnation flowered cloche hid her coiffure.

The Hatfields were accompanied to Astoria by Mrs. B. F. Johnson of Portland who chose a Pacific blue coat over a brown basic frock. Mrs. Robert Lovell, in a white suit with green accessories, Dodd completed her hair, acted as hostesses for Mrs. Hatfield and Mrs. Johnson.

Mrs. Robert Landwhr and Mrs. Ira Miller, co chairman of the tea for their church wore chic afternoon dresses, but some of the church women were asked to come in cos-

ed guests at the door in a black faille gown which her husband a grandmother Mrs Joseph P. Dyer had made in Paris about 1870 by Mme Duplement. Mrs. Dyer carried she had adapted a pillow to give the necessary bustle effect. Her fur cape had belonged to another grandmother, Mrs. M. P. Callender.

Another
was Mrs.
former Jean
wore the n

Mrs George n Astoria, who was married in 1881. The Sasborn came to Astoria in 1884 where he was one of the pioneer salmon canners, super

he black tafetta nara cain home worn by Mrs. Alma Jacobson was purchased in Europe by an opera singer who later retired and died at Jacobson designed her black straw bonnet with straw plumes, an replica of the '80s hats style

4-7-1961

...niversary ...ational Importance

...ch of the Astor fam... event of national im...

Its press ...ociation ...val of members of the ... York aboard the Queen ... story nation-wide ... widespread interest in

... of Astoria, to be com... th anniversary next ... of historical im... whole nation. Perhaps we ... unaware from our very ... contacts with the his... of how well the tale of ... ent is known all over

... the first American set... United States was ... simply by being first, important because this ... and occupancy helped ... determine that the vast ... would become part of

... York ... the Pacific Fur Company in ... established two expeditions, one ... and one by sea, to establish a fur ... here the great Oregon coun... It was ... almost unknown unoccupied ... in which Great Britain, Spain and ... all had some vague claims of sov... America's men moved into this po... ...ium and thereby enhanced ... United States claim which was highly unsubstantial ... of occupancy withstood, war ... ...quished

... Astoria during 1813, ...ents of Ghent which ended the ... ...ar and the United States ... War of 1812 contained a clause ... ...restitution of disputed lands to ... ...their existed before hostilities. ... ...ents thus upheld the United States ... ...ty of Astoria and its hinterland. ... ...n for the Astor expedition's ... ...of this foothold at the mouth of

... Columbia, the probabilities are that the Treaty of Ghent would not have recognized any United States claim to the great Northwest territory.

In such case, the present Oregon-Calif... ...on the Pacific ... Thus ... have made us part of ...

Thus, Astoria ... history and John ... ...prominent who influenced history.

The ... ...made history 150 years ago in the ... ...incorporation of the ... ...attention

SECTION THREE 4M PAGES 1 TO

Hostess House

PORTLAND, OREGON THURSDAY APRIL 13 196

A REMINDER of Astoria's earlier days was the gown worn by Mrs. Alma Jacobson (left) who greeted guests at the sesquicentennial tea Wednesday given for Lady Astor and Lady Irene Astor by the Presbyterian Church Guild. At the tea table with the official greeter were from left, Mrs. Harry M. Steinbock, wife of Astoria's mayor, Lady Irene and Mrs. Walter Dimmick. Party was in C. W. Halderman home, built by an Englishman.

LADY ASTOR, whose family's genealogy includes The Mrs. Astor" who established New York s 400 society and also the founder of Astoria, (center) takes tea with Mr Marjorie Halderman, hostess to the t party, (left) and Mrs. Mark O. Hatfiel

150th Anniversary Was a Big Day Here 1961

...bered in Astoria, for a long time to come.

We celebrated the old town's 150th anniversary, and if we do say so ourselves, made quite a job of it.

The observance attracted much attention to Astoria and its history. We haven't had so much out-of-town press coverage since the last major shipwreck hereabouts. Newspapers, television stations and radio came to town and covered the anniversary in great detail, for which we owe these agencies a debt of gratitude. It has been great publicity—all so very friendly and favorable.

The dedication of a memorial to Chief ... of the Chinooks was a happy central feature of the celebration. It was unusual in itself and received added dramatic impact from the historic character of the memorial itself and the spectacular setting high on Coxcomb hill.

The presence of descendants of the city's founder of Gov Hatfield and ... Indian tr... and sagacious ...

The dedication ceremo... an I well handled and other ... da... bespoke good management and ... morning. All in ... ...ful observance which cli...

The community owes much to Lord John Jacob Astor and the members of his family who came all the way from England and whose presence made the day's events a full success. You ... were the main attraction of the anniversary celebration.

The community has done ... ...ing to ... mare the Astor ... and to make them full ... ...gracious and welcome guests.

Perhaps young John Jacob Astor 14, was the most interesting of our guests.

...tional effort for the further development of Astoria and the lower Columbia district of which it is the hub and center.

We have had a great 150 years of life. But times and economic conditions change making it necessary that we adapt our attitudes and our efforts to changing conditions. We must adjust to the future and meet its challenges as well as take pride in our great historical past.

Astors See Sights in Clatsop County

Apr 13 1961

Lord and Lady Astor of Hever were sightseeing about Clatsop county Thursday afternoon. They visited the Peter Iredale wreck, Fort Clatsop and other points of interest and wound up with a picture visit to Coxcomb hill the Astoria column and the Chief Comcomly memorial which they were able to see without the large crowds that attended the Comcomly memorial dedication Wednesday. Here is the party, including from left Draicer Half Rhep of the Comcomly memorial, Lord Astor, Lady Astor, Builder Joseph Dyer of the memorial Mayor Harry Steinbock despite a chill wind, the Astors seemingly enjoyed the trip. (Astorian photo)

Memorial to Transportation Dedicated

...sphere and Sea Rail... ...balloon at Smith Point Wednesday afternoon just before it was ded...

...the stage for the transportation memorial dedi... Wednesday afternoon were (from left) ... Mayor Harry Steinbock, Lord Astor and Gover...

Astors to Stay in Apartment at CRPA

Apr 21 1961

Here is the penthouse apartment above the CRPA main office in which Lord Astor of Hever and his family will be housed during their Astoria stay next week. CRPA officials have made the apartment, normally used for visiting salmon brokers and other business guests, ... over the busy roundabo... ing up a plot in the above photograph. The ferry M. L. Chinook in also passing, appearing in the other window. (Astorian photo)

7 of CG Auxiliary Leave on Cruise

...and Artie Reaska

Polly McKean Bell, Oldest Native Astorian, Dies At 88

Mar 2-1964

Polly McKean Bell, oldest native resident of Astoria who died Sunday afternoon, is shown with spinning wheel which was a wedding gift to her grandmother in 1877.

Mrs. [illegible] Mc[illegible] Bell, [illegible] native Astorian, [illegible] Sunday afternoon at [illegible] Astoria Hospital. She was 88 [illegible] and had been in failing health [illegible] years.

Mrs. Bell was widely known [illegible] and was prominent in [illegible] activities. She was [illegible] and was a member of the [illegible] Society.

Mother Was Mercer Girl

The former McKean was the [illegible] representative from [illegible] district in the Oregon territorial legislature which about [illegible] included land on both sides of the lower Columbia river.

Mrs. Bell's mother, born Mary Jane Smith, was one of the Mercer girls who came [illegible] 1864 and married [illegible] McKean.

Mrs. Bell's father was a native [illegible] Scotland.

Married Seattle Man

Mrs. Bell became a bride [illegible] of marrying a Seattle man. [illegible] Mrs. Smith came to Astoria [illegible] of the day of the [illegible] said same year south [illegible] Martin of Kalama reached what may be the north [illegible] of the Columbia R. [illegible] they did not go across the forks [illegible] they although he reported [illegible] existence of the stream.

Husband Died in 1918

They moved to Seattle but returned in 1918. Bell died in 1932. Since then, Mrs. Bell has made her home alternately with a son Burnby and daughter, Mrs. Constance Bernier, both of Astoria.

She was an active member of the Clatsop and Oregon Historical societies of the Daughters of Pioneers of Washington and [illegible] lifetime member of Union [illegible] Episcopal church.

She pioneered in the effort to save the Flavel mansion which is now the home of the Clatsop Historical society, and the city of Fort Astoria now a municipal park. She also worked toward the preservation of Fort Clatsop, now a national historical memorial park.

She wrote for newspapers and magazines on pioneer days in Astoria and was author of a small book Evergreen Boughs and Mucemeat Pie," on early life here.

Survivors are the son and daughter, three grandchildren and one great grandchild.

Niece Here

Hughes-Ransom Mortuary in charge of funeral arrangements.

March 3-64 Polly McKean Bell

Polly McKean Bell, who has just died at the age of 88 saw in her lifetime vast changes in the way of life the manners and customs of the American nation and of her home city Astoria, which she loved so well.

[illegible] were occurring, Mrs. Bell sought successfully to preserve memories of the [illegible] She did so [illegible] went long be[illegible] Coming from [illegible] of pioneers, Mrs. Bell was keenly aware of the [illegible] greatness of the historical events which occurred in this area and anxious to preserve their memory she had much [illegible] to do with establishment of Clatsop Historical Society's fine museum with the suitable preservation of Fort Astoria and [illegible]

[illegible] For this work, the community owes a debt of gratitude and her memory will be honored for the service she has done [illegible] Few have had such keen interest in their community, have contributed so much to its preser[illegible]

Old Painting Sail Is Given to Hist. Museum

6-15-64

A large oil painting [illegible] to Astoria [illegible] the Clatsop County Historical society [illegible] Mrs. S. K. Diebel, [illegible] daughter of the late [illegible] D. B. Reed, who painted the picture.

The framed painting, entitled "The Shoeing of the Horse," was copied by the painter, a prominent physician in the county from 1865-1915, from a smaller picture but the colors and the picture showing several farm animals, was original.

Dr. Reed, who came to Astoria with his family from Idaho in 1883, was appointed state health officer for the Port of Astoria by the late Gov. Pennoyer of Oregon, serving in that capacity from 1889-1893.

Members of the historical society were delighted with the fine work of art and its handsome gold frame when it was brought to a recent meeting by Emil Lepila Seaside member of the board of trustees of the society, for it not only fits harmoniously with the Victorian decor of the old Flavel mansion [illegible]

Oregon Abounds In Reminders Of Heroic Pioneers

Oregon's many historical museums offer fascinating glimpses into the past. In the following article Lancaster Pollard tells how various museums help provide an understanding of the background of the state

By LANCASTER POLLARD

Oregon and the Pacific Northwest have a longer, more [illegible] history than is generally known to most people. That is [illegible] fact. Members of the expedition which [illegible] first pause, Canadians and Americans.

However there were earlier immigrants from Asia, the ancestors of the native [illegible] narrower than at present. Those Indians were living in caves around the Klamath lakes when the volcano Mount Mazama exploded in an eruption that shifted landforms into Crater Lake. Evidence of [illegible] Umpqua's Blue Crater Lake fills the hollow of the blown-off volcano's summit.

That was approximately 6,850 years before Bartolomeo Ferrelo sailed northward on the wind Oregon Sea-Shore border in 1542 — 43 — only 50 years after Columbus had discovered the Americas. Sir Francis Drake was off the Pacific Coast in 1579 and named it New Albion. 18 years later the Englishmen had started [illegible] first settlement in North America at Jamestown, and 13 years before the Pilgrims established Plymouth colony on the Atlantic shore which became New England.

The oldest name in Oregon that recalls the presence of Europeans here is Cape Sebastian. Cape Blanco [illegible] Cape Foulweather [illegible] Virginia [illegible] Cape Orford [illegible] Cape Lookout [illegible] Cape Meares [illegible] Cape Kiwanda [illegible] Cape Lookout [illegible] Cape Foulweather

Bank's Brightest Treasures

Three of 16 U.S. National Bank girls who will assist, in Centennial costume, at Statehood banquet Saturday examine replica of commemorative stamp which will play important role in ceremonies attended by Vice President Richard M. Nixon. From left are Sharon Snyder, credit department; Zaneeta Sedula, business development department, and Sandra Mathiesen, IBM proof operator.

Armory Jammed For Nixon Talk

Events Start Fete

Richard M Nixon vice-president of the US rode into Astoria on a wintry wind, laced with sleet and snow for a brief appearance to pay honor to the city selected for first issuance of the Oregon Centennial stamp Saturday then soared away in a military transport plane to other Centennial activities in Salem and Portland.

Nixon's visit and his 15-minute

See Page 3 for pictures of Saturday events

talk to nearly 2000 people in the Armory were the highlights of a big day for this historic occasion which also included thousands of cancellations of Centennial stamps at the post office and a special luncheon at noon in observances of the first day issue

The big Armory audience waited patiently three quarters of an hour past the time of Nixon's scheduled arrival a delay due to weather conditions which also prevented Gov Mark Hatfield and Secretary of State Howell Appling from getting to Astoria at all

Plane Late

The audience already had largely assembled at the Armory when word came that the military plane bearing the vice-president had left Portland at 10 06 a m a half hour late

It was nearly 11 o'clock before the vice-presidential party reached the Armory entering the Armory from the side door on Exchange street where the motor caravan from the airport halted

Nixon marched in escorted by Mayor Harry Steinbock and Robert Lovell posed briefly for press photographers at the foot of the Armory stage and the ceremonies got underway

Nixon appeared to enjoy the ceremonies thoroughly He posed for photographs with Postmaster Neil Morfitt and Chairman Reuben J Hansen in front of a large picture of the Centennial stamp in front of the rostrum Later he also posed with Charles Shively Jr 11-year old great-great-grandson of John H Shively, Astoria's first postmaster. Who was among the platform guests

Band Praised

At the close of the ceremonies Nixon stepped before leaving the Armory to congratulate the high school band and Director Ted Marshall, who had played to open the event and to chat briefly with old schoolmates from Whittier Calif Mr and Mrs Erwin Morrison and Mrs Ray Hammond He also shook hands with several other Astorians

The vice-president opened his talk with an apology for his late arrival, which he blamed on the weather

The audience applauded when he jokingly remarked that "as a Californian, I like Oregon weather"

Nixon said that "I feel as if I know the people of this city because I served for 6 years as of the House of Representatives in 1957 I was a close friend of Rep Walter Norblad, who represented this district

Bugle Corps Plays

"I would suggest that we as Americans accept the challenge and the opportunity of these commemorative stamps," the governor's telegram said, "by using them to invite friendship rather than enmity terrorizers other countries to visit

would have made

Bugle Corps Plays

"I would suggest that we as Oregonians accept the challenge and the opportunity of these commemorative stamps," the governor's telegram said, "by using them to invite friendship rather than enmity terrorizers other countries to visit

(Continued on Page Two)

Armory Jammed For Nixon Talk; Birthday Feted

(Continued from Page One)

but so do other nations Our people

from all nations of the globe Here in Astoria your people of Scandinavian descent for instance have had a great impact There is something more that has made America great—in the United States we are blessed by a government

great idea

Statehood Urged

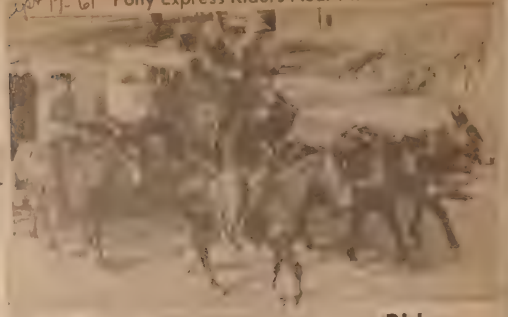
Here every individual has a chance to make his own contribution in his own way to our welfare In contrast to the Soviet Union we believe

for all

The great test taking place in the world today is whether our idea right or is there

Nixon urged that we "never forget the lesson from our pioneer ancestors symbolized by this stamp, that we cannot take free-

Pony Express Riders Near Astoria



Riders Due Here Friday

Thompson, trail boss and ma... Caldwell of the Mt. Helena ...ster. The pony express group ... Friday evening.

Pony Express to Carry Mail 4-17-61

Busy Mail

Mail has arrived from all over the world, according to Herb Johnson, superintendent of mails His crew of civil service workers have been busy since last Friday working from 8 to 12 hours a day processing mail The 30 extra helpers have been working a regular eight hour day

Extra workers are divided into two shifts In the first section mail is sifted and moneys counted Letters then go to the second section for stamping and finally for

Astoria

Total

so far according to Bob Landis assistant postmaster at $10,701 33 This money is all returned to Washington D C and the post office department

Johnson said all persons need to do who desire to have one or more envelopes and stamps cancelled on the first day issue is to bring the envelopes and the proper amount of money to the post office now He said the general delivery window is accepting these and they will be stamped with the Centennial stamp and mailed and delivered locally or nationally after Friday are ok

Those who want to have cachets stamped and cancelled and mailed

Mail

...ine of the machines will be used in cancelling cachets with one stamp only and the other for envelopes with multiple stamps affixed

All mail for first day cancellation is received up to midnight February 14 will be cancelled for first day stamp issuance Johnson said

Explanations are cancellation will continue through February 20 It will start before Saturday

Johnson also advised persons to place cards or stiff paper inside envelopes to protect letters when they are cancelled He said envelopes do not need to be sealed but the envelope flap should be folded in

Foreign Rates Vary

Postal rates for foreign mail is also higher he explained It costs eight cents an ounce for foreign mail This is about the weight of an ordinary letter Johnson said

Letters pouring into the post office all contain loose money Johnson said This fact makes the job of processing the cachets even more difficult It is also complicated by the strange requests of

(Continued on Page Two)

Unknown Woodcarver Honored in Oregon

Dr. Peter Brooks of Walla Walla, Washington, son of Mrs. Arthur Brooks of Simon Willard Road was vacationing near the Oregon coast recently and visited the Clatsop County Museum with his wife and son one rainy day. What was his surprise to find there four hand-carved wooden hatch covers from the USS CONCORD.

This cruiser was in Adm. Dewey's fleet at Manila Bay on May 1, 1898 and news of it was closely followed here in Concord. The Selectmen sent a congratulatory telegram on May 5, 1898 "Glorious victory. Concord honored by her namesake. Signed Harvey Wheeler, John B. Stanley, John M. Hawes, Selectmen of Concord."

Captain Asa Walker of the Concord sent a brief report of the action to the Selectmen detailing the action, which was a parade in perfect order past the Spanish fleet, every ship firing its port battery as it passed by. The action was over in twelve hours, the only Spanish flag left flying was on the staff of a sunken cruiser, the Don Antonio de Ulloa.

The CONCORD received no damage from the enemy, but conclusion from its own guns destroyed glass and crockery aboard ship.

Hatch covers from the cruiser CONCORD now displayed in the Clatsop County Historical Society Museum in Astoria, Oregon.
(Photo courtesy Dr. Peter Brooks and the Museum by A. N. Thorndike.)

Article from Concord Journal, Concord, Mass. July 18-1963

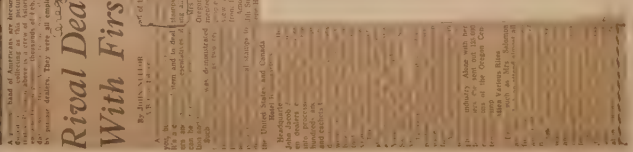
July 18, 1963 THE CONCORD JOURNAL

Stamp Collecting Widespread Hobby

Rival Dealers Busy Here With First-Day Stamps

1957

By Justin Nesbitt



8 4M THE OREGONIAN, THURSDAY, FEB. 12, 1959

Bank's Brighest Treasures

Three of 16 U.S. National Bank girls who will assist in Centennial costume, at Statehood banquet Saturday examine replica of commemorative stamp which will play important role in ceremonies attended by Vice President Nixon and Mrs. Nixon. From left are Sharon Snyder, credit department; Zaneeta Zednik, business development department, and Sandra Mathiesen, IBM proof operator.

Article from Concord Journal, Concord, Mass.
July 18-1963

July 18, 1963 THE CONCORD JOURNAL

Medea Panorama, Oregon.
(Photo courtesy Dr. Peter Brooks and the Museum by A. N. Thorndike.)

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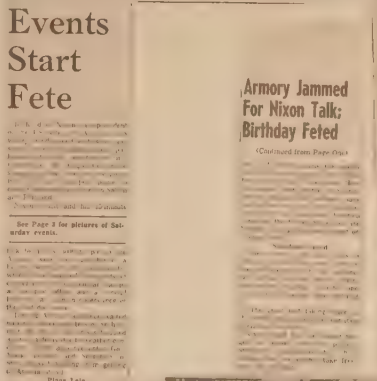
Armory Jammed For Nixon Talk

Events Start Fete



Armory Jammed For Nixon Talk; Birthday Feted

(Continued from Page One)

See Page 2 for pictures of Saturday events.

Plane Late

Band Praised

Pony Express to Carry Mail 4-17-61

Busy Mail

Continued on Page Two

Continued on Page Two

Pony Express Riders Near Astoria

Thompson [illegible] expedition [illegible] Mrs. Caldwell of the St. Helens Chamber. The pony express group [illegible] Friday evening.

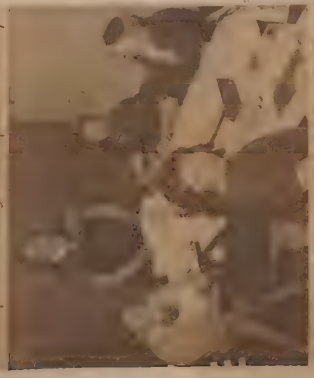
Riders Due Here Friday

Centennial pony express riders [illegible] probably before 4:45 Friday evening and assemble at the Pear [illegible] club fair grounds

[illegible] the group in camp at Pearl [illegible]

[illegible] the pony express party [illegible] to camp somewhere else, never west of Sandy [illegible]

Stamp Collecting Widespread Hobby



Rival Dealers Busy Here With First-Day Stamps

Oregon [illegible] 1959

By [illegible]

[illegible] Day [illegible] Portland [illegible] Portland [illegible] Portland

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Nixon's visit and his 15-minute

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talk to nearly 3000 people in the Armory were the highlights of a big day for this historic community, which also included thousands of cancellations of Centennial stamps at the post office and a special luncheon at noon in observance of the first day issue.

The big Armory audience waited patiently three quarters of an hour past the time of Nixon's scheduled arrival a delay due to weather conditions which also prevented Gov. Mark Hatfield and Secretary of State Howell Appling from getting to Astoria at all.

Armory Jammed For Nixon Talk; Birthday Feted

(Continued from Page One)

but so do other nations Our people are no master race They come from all nations of the globe Here in Astoria your people of Scandinavian descent, for instance, have had a great impact There is something more that has made America great—in the United States we are blessed by a government based on a great idea

Nixon said I cred

"Here every individual has a chance to make his own contribution in his own way to our welfare In contrast to the Soviet Union we believe progress is better and faster with freedom than without it

"The great test taking place in the world today is whether our idea is right or is theirs

Nixon urged that we "never forget the lesson from our pioneer ancestors, symbolized by this stamp that we cannot take freedom for granted

Nixon also

guests, seated on the platform, including Anthony Brashbuhler, Oregon Centennial chairman

Arnold Swanson, Dr Edward ...ley and Rolf Klep of the local Centennial committee

Unander Delayed

State Treasurer Sig Unander arrived too late to be introduced but time to hear Nixon's talk. Unander flew in from Salem on a plane piloted by Earl Snyder of the state board of Aeronautics

Also on hand but not on the platform was a delegation of 25 members of the state legislature who flew from Salem especially for the

presentation. Presented special albums of commemorative stamps to each on the platform Nixon said he would ... one of his ...

Youth Held In Shooting

Coming Event

Y' Youth Member Of Month Picked

Astor Students To Show Exhibits

Dimes' Gift

UNKNOWN WOOD CARVER HONORED IN OREGON

Pony Express Riders Near Astoria

Riders Due Here Friday

P.O. Crews Busy With Stamp Mail

Astoria post office workers, augmented by an emergency crew of 20 helpers were busier than pro-

cancelation

Johnson says his division has set up a special section for processing

machines

One of the machines will be used for cancelling cachets with ...

Centennial stamp to be processed here Saturday as a kickoff for the state's 100th birthday celebration

Requests Vary

Workers have already processed an 197 ...

All mail for first day cancellation received up to midnight Feb

Postal rates for foreign mail is also higher, he cautioned. It costs ...

two groups In the first section mail is received and money counted The cachets then go to the second

the first day issue is to bring the envelopes and the proper amount of money to the post office now

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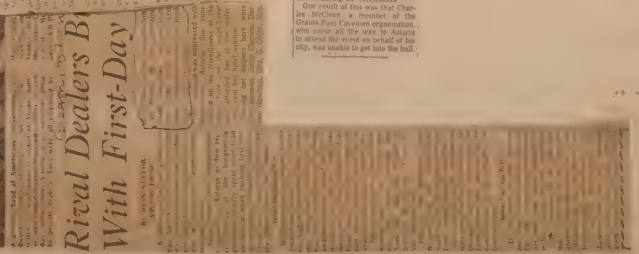
Rival Dealers B... With First-Day



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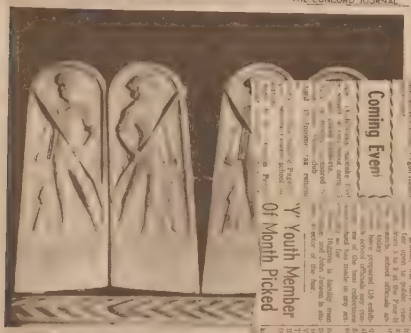


Now-Honored Astoria Postmaster Run Out of Town in 1844

By HAROLD HUGHES
Staff Writer, The Oregonian

John M. Shively the man whom Oregonians and the vice presidents of the United States will honor in Centennial ceremonies Saturday

master was of the Rocky Mountains, was run out of town in 1844.

it James K. Polk to appoint him postmaster in 1847. Shively wanted patronage and Polk wanted the post office as furn evidence of

the Oregon territory in the "54-40 or Fight" boundary dispute.

Shively crossed the plains in 1[illegible] out Oregon City and moved on to Astoria, where he got himself a half of a donation land claim for his work in laying out Astoria.

Only there wasn't much of a town in Astoria then. The fort had burned in 1818, and, in the words of Shively, the Hudson's Bay factor, Dr. John McLoughlin, had let the town become nothing "but a bald spot."

Although Shively had permut-

JOHN M. SHIVELY
He survived run out attempt

sion of the factor to lay out the town, Jesse Applegate, the famed wagon train leader, arrived in Astoria and presented Hudson's Bay letters which he attempted to palm off on Shively as deeds—at least that is the

DAVID JOHNSON,
POSTMASTER GENERAL OF THE UNITED STATES OF AMERICA.

Know Ye

In Testimony whereof

This was the certificate of appointment by which John M. Shively became the first postmaster west of the Rocky Mountains. His appointment by President James K. Polk in the postmastership at Astoria figured in "54-40 or Fight" boundary dispute with England over Canadian border. Shively, a surveyor, laid out street plan of Astoria.

way Shively saw it in his later years.

"No powder was burned," he averred us. Shively reported, but "I called up Applegate's land stakes and threw them in the river.

An Indian was hired to chase a partner of Shively's out of town—and the partner fled. Shively stuck it out, even after another Indian who was a pot-shot tried to kill him and missed.

Later, Shively and James Birnie, the Hudson's Bay officer, hired the Indian to do the shooting.

Shortly after the assassination try failed, a British man-of-war put in to Astoria and the captain threatened to have Shively put in irons and taken to Dr. McLoughlin's headquarters at Fort Vancouver. The captain and Shively exchanged some lively conversation in which the surveyor was called "an impudent monkey."

Finally, the Hudson's Bay company succeeded in starving Shively out of Astoria. They refused to trade him any provisions. Shively got in his canoe and paddled off up the Columbia River.

Months later he reached Washington, D.C., where he became the chief consulting

Shively's house on his donation land claim at Astoria was first U.S. postoffice this side of Rockies. House was at what is now 15th and Exchange Sts. in Astoria.

tion, Shively lost his job to T. P. Powers, who promptly moved the post office to Upper Town, a rival section of Astoria, leaving Shively a Astoria barren of a post office. But in 1861, Shively was again [illegible]

claim.

Gold Rush Seen

to California during the gold rush. He swore in later years that he was not attracted by gold and would not have left

Fortune Amassed

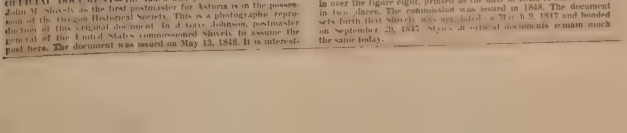
But gold rusher or not, Shively went to the gold fields and returned with a sack of gold with which he bought a $50,000 schooner engine in San Francisco. His luck turned at this point, and while entering the mouth of the Rogue river, the ship he and his engine were aboard was wrecked and Shively lost all.

Shively married a second time while beboobbing back east with President Polk's [illegible]

The property he conveyed to a son was worth about $200,000. It's probable worth to

Shively because he stood off the British encroachments, but they have long since grown tired of his survey work.

theoretical streets running straight up impossible bluffs and hills. Early settlers actually built some of the streets this way, creating problems that the city was still trying to solve no like as five years ago when they completed a new survey of the city.



DAVID JOHNSON,
POSTMASTER GENERAL OF THE UNITED STATES OF AMERICA.
TO ALL WHO SHALL

In Testimony whereof

OFFICIAL DOCUMENT—The faded and yellowed commission for John M. Shively as the first postmaster for Astoria is in the possession of the Oregon Historical Society. This is a photographic reproduction of this original document. It is from Johnson, postmaster general of the United States commissioned Shively to assume the post here. The document was issued on May 13, 1848. It is interesting to note that in the original document the figure seven is written in over the figure eight, printed as the date in 1848, to make it 1847, in two places. The commission was issued in 1848. The document sets forth that Shively was appointed "on May 9, 1847 and bonded on September 29, 1847. Styles in official documents remain much the same today.

Bells, American Symbol, Part Of Oregon's History

By HELEN L. MERSHON
Journal Staff Writer

Ringing bells on Ju[illegible]

anis the day before the Declaration of Independence was formally accepted

Adams, later to be young Republic' president, wrote his wife, Abigail, that the document would be the "most memorable epoch in the history of America."

"It ought to be solemnized with pomp and parade, with shows, games, sports, guns, bells, bonfires and illuminations from one end of this continent to the other, from this time forever more," he wrote.

In his dying moments on July 4, 1826, Adams is said to have heard bells and cannons and asked the occasion. When told it was Independence Day, he replied, 'Independence forever.'

Bells, including the 760 cast by the patriot Paul Revere, have long symbolized American ideals. Colonists carried

LOOKING DOWN in tall belfry of 1-ton Presbyterian church in Portland is original photographed by Al Monroe, who climbed 80-foot ladder for view of 1863 bell. Cast from Confederate cannon bell still rings every Sunday and memorial services. Bell was moved to present tower in 1891.

across the continent to the Pacific Oregon's tolling bells will not only ring with freedom's song, but each bell will peal its own special story.

On July 4, 1851, the Oregon City Oregon Statesman noted, "A large church bell, weighing five hundred and twenty pounds was received at this place on Tuesday [illegible]ly 1). It was purchased in New York by Gov. [illegible]George] Abernathy for the M. E. (Methodist Episcopal) Church of this city."

"THIS is the first bell of any considerable size ever received in Oregon," stated the article, which said that three other bells were also in the shipment. A 190-pound bell was designated for the Portland M. E. Church; 140-pound bell for the Salem M. E. Church and a 130-pound bell for the Clackamas Female Seminary (later Barclay School) in Oregon City.

Abernathy's own paper was scooped on the story. The next week, publisher's paper, Oregon Spectator on July 10, 1851, stated that the four bells had arrived on Abernathy's ship, the Columbia.

Unfortunately, the giant Oregon City bell crashed to the ground when the church burned in 1919. The Portland bell, having followed its congregation to four locations, now stands in the central court of the modern Portland First Methodist Church.

THE 140-pound bell today hangs in the belfry of First Methodist Church in Salem. Its sister church, Leslie Methodist Church, traded its 1868 bell for one owned by Oak Grove Chapel, west of Salem.

Oregon's first church bell, however, was placed in the new Catholic Church at St. Paul in Marion County in 1839. The bell was finally dedicated Dec. 22, 1839 but destroyed when the church burned. A 500-pound bell was placed in the new brick church, which is Oregon's second oldest church.

What is probably the oldest bell in the state is now at Oregon Historical Society Museum. Cast in Europe in 1781, the square bell arrived in Oregon in 1854. Capt. Paul Corno of the ship Jane A. Falkenberg sold the bell to Job Ross of the Ross Hotel in Astoria.

HISTORIANS chuckle at the bell, which toiled several events during Astoria's lustiest era. The inscription reads, "Era Lundeman made me for the glory of the only God."

Astoria's Grace Episcopal Church has had two bells since 1880 when the original early bell cracked. The astrain had enough metal for two bells when he recast the damaged bell. Astoria's Shively School bell of 1881 stands in the Clatsop County Courthouse.

Still in its original place in the belfry of St. Mary's Academy in downtown Portland is a 225-pound bell, dedicated in December, 1862 by the famous Archbishop Blanchet. The bell, sent from San Francisco for $54 plus shipping costs, was christened in the centuries-old tradition. It was named "Marie Alphonse Joseph Francoise" in honor of the academy's first superior.

THE Historical Society's library files tell of historic bells throughout Oregon. Portland First Presbyterian Church's bell was cast from a Confederate cannon in 1863 and presented by Mr. and Mrs. Henry W. Corbett.

Benjamin Stark presented Trinity Episcopal Church with a 2,000-pound copper and tin bell cast from a Spanish cannon captured in Mexico in 1873.

WPA historical writers during the 1930s found many interesting stories about Oregon bells. Roseburg's Church of St. George was sent its bell from St. Mark's Church of Orange, N.J., in the early 1860s. Citizens of St. Helens bought a bell in 1875 but hung it on a tower without a rope. Someone had to climb the tower when there was a special event.

SCHOOL BELL used when Gilbert School was one room frame structure here at turn of century was hoisted to students in shortcuts, restored and mounted recently. Phyllis Lanefield pointing to plate gave history at ceremony. "Bells were out of style for awhile," she said.

DEDICATED to the glory of the only God, by European craftsman Eric Lindeman in 1781, this remote bell came to Oregon in 1854. Capt. Paul Corno of ship Jane A. Falkenberg sold it to Job Ross of Astoria Ross Hotel. Today damaged but picturesque bell is at Oregon Historical Society Museum at Portland.

Annual tea at museum

Victorian Arts Festival to mark its sixth year

...Victorian Arts Festival and Exchange and Silver Tea" will have its ... The "Poet Tree" in the garsixth annual festival Sunday in den is the site for the poetry the Clatsop County Historical contest conducted annually by Museum. Flavel Mansion on Jan Sheffer. The 1970 Poetry ... Tree is being sponsored by the Flavel will be assisted by Mrs. ... coordinated by Medora Clatsop County Poetry Club ... Richard Middleton. The mem- Swensen president of the Fri Greeting guests will be Mary bers of the Friday Musical Club days Musical Club

Louise Flavel, a direct descen will present a musical program dent of Captain Flavel, who in the Museum parlor during built the Flavel Mansion. Miss the afternoon. This program

The Victorian tea will be in the museum dining room. The Victorian bouquets and decor in the museum will be done by members of the Astoria Garden Club. Mrs. Ina Miller is the coordinator of the hostessing and table appointments for the tea.

The Victorian Silver service and crystal appointments on the "point Venice tablecloth combined with Victorian dishes and costumed waiters who are serving the tea, will provide the social hour.

The Daughters of Norway are in charge of the kitchen and supervise the preparation of the cookie trays, the servicing of the coffee and tea. Louise Smith, Helen Bowers, Dora Jonansen, Anna Anderson co-chairman of this portion of the festival.

Along the stair rail and all through the upper rooms of the Museum, art work, created by the citizens of Clatsop County will be on display. The displays on the upper floor will include paintings in oil, watercolor, charcoal, and pen and ink drawings, hand carvings, rug and rug demonstrations, quilt cushions, afghans, crewel embroidery, needlepoint and hand woven rugs and costumes.

Spinning wheels with a demonstration of hand spinning yarn will be in the Captain's Room.

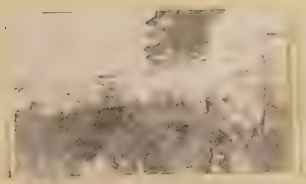
Martha DeRosa will be in the Chinese Room to autograph her album of Gospel Music.

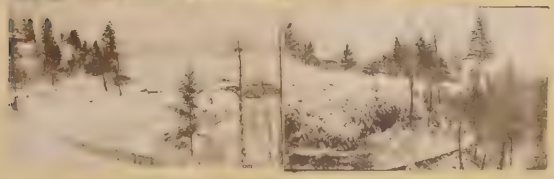
In the basement of the Museum the displays of the Museum, plus a liquid embroidery demonstration and display and an art display of ceramics, jewelry and paintings from the Tongue Point Women's ... Job festival for the past five years ... p.m. will include square dan... Center prepared by Mrs. This is the sixth Annual Festi- ... ...ners, ballroom ... ...ll digest ... art instructor val. Patrons included in the fes- ... Scandinavian dancers, fashion ... ... tival are the Astoria and Flo- ... ...Jeanne Business and Profes- ... and organ duets. The introduc- ... ...sional Women's Club. The Eas- ... tion of various guests and their ... ...ern Unitarian. The Daughters ... ...Norway, the Rhododendron Club, the ... selections will be ... The Chess Club will be in the Astoria Garden Club, the Clatsop Martha DeRosa, Bi ... ... garden. Those who wish to play Club. The Friday Musical Club ... and composer ... Clatsop ... tions or receive information the Manuscript Club, the Wel- ... County 1970 Mel... ...concerning chess players in the come Wagon Club, the Society ... ...Sweepers, composer ... ...and throughout the nation, Dancers, Tongue Point Business ... ...ist and pianist. Duet ... ...may stop and visit with the Job Corps, Civil Air Patrol, ... Jan Sheffer, vocals ... ...explorers alike from the Chess Clatsop County Historical Soc- ... piano and The Sea Towns ... ...iety, Clatsop County Poetry ... Club. Branch. ... Patrons for the Victorian Fes- Club, Lewis and Clark Civic ... Berti ... tival include many young people Theater Association. There's Mu- ... of the area. The business peo- sic Center, Kortens Music Cen- ... ...ple of Astoria have worked to- ter, The Sea Towns, Scandina- ... in the garden ... ...ther every year on the festi- vian Dancers, and The Olney ... tive festival. ...val for the past five years. Rue Club. ... Anna Anderson served as sec... ...This is the sixth Annual Festi- The afternoon program of en- ... retary and Adrianne Sather as ...val. Patrons included in the ter...tainment from 1:30 to 4 ... coordinator of the festival.

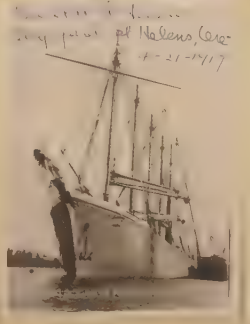
Preparing for tea and reception

May Miller, left, is joined by (left to right) Janice Carol, and Judy Peido, who will be presiding about the rooms and assisting with tours for the Festival.

Scandinavian Dancers to perform







ST. FRANCIS ... full rigged ship
OUT OF ASTORIA, ORE. for ALASKA
OWNED BY ALASKA PACKERS (1912)
GIVEN BY HAROLD DAHLGREN

Spectacular 1883 Astoria Fire Outshines Conventional July 4th Displays

Photo courtesy Oregon Historical Society

ASTORIA'S GREAT fire of 1883 started here in the Clatsop sawmill and burned 11 blocks along the waterfront.

By RUSSELL DARK
Correspondent The Oregonian

ASTORIA (Special) — Ev... on July 4 when the commit... tee took over ... ring and was released ... but they were soon drawn ... Four frightened men erupted ... The atmosphere for fire, back by the boat Astoria No. 1 ... every 4th of July, scores of com... as heavy whips lashed the leaping and Deer... Island jets refused from the flame dock in ... Flodin, leading the traditional hate... back of John Jones, tore here in with the hot west haste and six ... ran. Res... exploding rockets, but perhaps known along Astoria's water breeze on July 2. It blew at... of 2, barked its new pumper ... most spectacular display ever as the "bad man from dav... traying tempers and slow ... up 14th St. Alert Hook ... The Oregon foundry came Astoria ... drying the planked streets & Ladder No. 1 stood by hook ... by on its heels ... in 1883 which paralleled the Astoria ... ly as false story ... Committee Punishes waterfront ... ... cracked to life. ... ... The five men were hard in ... in stillness ... an area ... Looting began when ... bottoms ... a ... the water coffed to trees high on an As... bounds of 3rd and 4th streets from Washington north ... front, and ... ashing from ... ferral hill near Shivelay's ... on Astor and Bond ... Dodge ... Swallowing ... ... among ships moored into the ... ... flickering lantern sight heat drove the district's den... tenna and ... ... in quest of free wine revealed the 26 masked com... pens to the committee ... ... and girls in ... ... committeemen who surrounded the ... 25 nearby saloons ... The Clatsop steamer exploded ... ... loon to saloon, tossing cases of ... ... of July 3, 1883, and fire raged ... It was the final episode in ... The fire bell atop the hall at square to roasting pits in now ... ... blocks through Astoria's the two days of drunkenness, ... 11th and Duane ... show trails below the streets. As the ... ...

Early Days Recounted

Mrs. Jack Dorn looks over historic journal which she and her husband presented Wednesday night to the Tillamook Historical society.

Local Historians Get Section Of Journal Dating From 1846-47

By PHILIPPA SEABROOK
Staff Writer

A contribution destined to be one of the most valuable lots of Northwest [illegible] presented to the Clatsop County Historical society at Wednesday night's meeting by Mrs. Jack Dorn of Tillamook Harbor. It is a 15-page portion of the original journal compiled by Alexander Lattie, Hudson Bay factor and trader who came to Fort on the Columbia river, in a day-by-day record of more than four months spent at Fort George ("Fort Astoria") during the years 1846-47.

Mrs. Dorn, accompanied by her mother, Mrs. Nellie Scherzinger, read the meeting of the historical society and [illegible] excerpts from Lattie's journal. At the midst of the assured membership with her presentation of the rare old pages. It was the consensus of those present that this is the most valuable bit of information which has come to light telling daily events of those early days of white settlement in the Northwest. Historical Society Dog journals are relatively common as more than in London and Montreal.

Given By Portlander

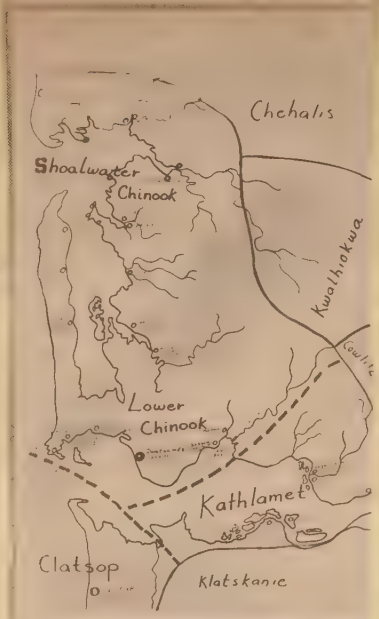
How Mrs. Dorn came in possession of the journal is a story in itself long a promoter of the Astoria story, Mrs. Dorn had studied early northwest communities at her own expense to help prepare about the Lewis and Clark Sesquicentennial celebration several years ago. Prior to the Astoria Sesquicentennial last year Mr and Mrs. Dorn, an authentic costume of that period in history included Tillamook Head to their travels where they were met with a warm reception. Also the the reception given the Morning Star replica of the first Oregon built ship, that stopped at Astoria from Tillamook during Oregon's Centennial celebration.

In the crowd that surrounded Mr and Mrs. Dorn as they told about the forthcoming Astoria Sesquicentennial celebration, was an elderly man, who stepped up and identified the costume of that period in history included Tillamook Head to their travels where they were met with a warm reception. Also the the reception given the Morning Star replica of the first Oregon built ship, that stopped at Astoria from Tillamook during Oregon's Centennial celebration.

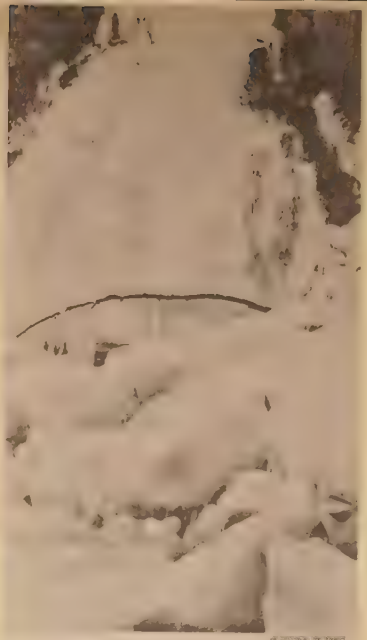
In the crowd that surrounded Mr and Mrs. Dorn as they told about the forthcoming Astoria Sesquicentennial celebration, was an elderly man, who stepped up and identified himself as an authentic descendant of pioneer stock. The

Presented to Museum

A 100-year-old clock from Astoria's sister city, Walldorf, Germany, has been presented by Mayor and Mrs. Harry Steinbock to the Clatsop County Historical Museum. The Steinbocks received the clock from museum officials in Walldorf last year, when they and other Astorians attended Walldorf's 1,200 anniversary celebration. Capt. Harvey Schroeder, left, and Mrs. Ira Miller, of the Clatsop County Historical Society received the clock, which was assembled in Astoria by jeweler Forrest Anderson (between Mrs. Miller and Steinbocks). Walldorf was the birthplace of the John Jacob Astor whom Astoria was named. Also given by the Steinbocks to the museum was a copy of a stone oven door of a type used in Germany in the 1600s (right).



Steve Meriwether's map of Chinook Nation



Where Swift Water Once Ran

Water — swift and fast — screeching to a halt. Clinging to branches, trees, rocks at Youngs River Falls. The beauty of the phenomenon is pictured on Page 7.

Astors Arrive for 2-Day Stay

Arriving in Astoria Wednesday evening, John Jacob Astor and his wife, Fiona, dined with Mayor Harry Steinbock and his wife, Mary, and spent today sightseeing in the area. Astor's last visit to Clatsop County was in 1961 when as a lad of 14, he accompanied his parents and grandparents for Astoria's 150th celebration.

The couple visited the Clatsop County Historical Museum today and upon viewing a painting of the first John Jacob Astor on display there, Astor commented, "He doesn't look exactly like Cary Grant does he." The painting showed the first Astor appearing slightly chubby.

Fiona Astor also remarked about the squiggles under the elaborate signature of the [illegible]. Her husband [illegible] "fascinating" the [illegible] who founded [illegible] original John Jacob Astor was a New York merchant who sent [illegible] the [illegible]

[illegible] will be available at the door. The couple will remain here through most of Friday and were [illegible] for [illegible]

[illegible] Astoria, Hong Kong and Los Angeles.

Astors Examine Picture of Forebear

Library Obtains First Edition

A first edition copy of Washington Irving's "Astoria" was presented this week to the Astor Public Library in Astoria by Joseph Saari of Vancouver, Wash. Coinciding with the visit by John and Fiona Astor the gift is an important addition to the rare books collection of the library and a fitting way to celebrate the 160th anniversary of the founding of Astoria, said Astor Librarian Bruce Berney.

Published in 1836 at Philadelphia in an edition of 5,000, time has considerably reduced that number. In fact, Saari purchased the present two-volume book in 1956 from a Yakima book store which had burned. The volumes miraculously escaped with but little water damage.

Irving being the most popular American writer of the time John Jacob Astor commissioned him to consolidate the records of the Astor expedition.

It became a best seller and was read widely throughout the world and was probably important in Astoria's early rapid growth. Several copies of more recent editions are available for circulation at the library.

Historic Site

Lewis and Clark were here. That's what many county historians think after reading the pair's diaries. According to them, the Northwest explorers canoed through what is now Knappa Slough, the lefthand waterway in the picture, past Carlson Island, upper left, an old Indian burial ground, until they reached the site of a Cathlamet Indian Village replete with longhouses and houses on totem poles. Robert Zaik and Dr. Ed Harvey, standing on the site, feel the land should be given permanent historical designation. They, and other interested parties will discuss this possibility at the Clatsop County Historical Society meeting at 8 o'clock tonight in the Flavel House.

It's a White, Solid, Slippery Cavern

Cascading Water Meets a Frozen, Stark Pool at Clatsop's Youngs River Falls

Feb 1st 1972

Ice Stalactites on a Frozen Branch

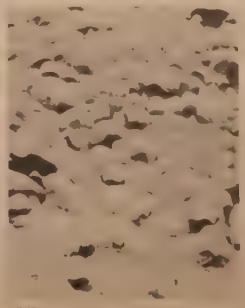
Eerie Formations and a Branch

Mist Covers the Air, Clinging

Even Youngs Bay Falls Victim to the Ice

Where Water Flowed, Now Still

Knobs Where Twigs Were



Like a Little Cobble Street

Daily Astorian Photos

Two Groups Claim Ownership of Comcomly's Skull

BY PENNY MADDEN
Of The Daily Astorian

It was bound to happen sooner or later. And it has. The first documented ownership dispute between the Chinook Indians here and the Clatsop County Historical Society in Astoria over possession of the skull of Chinook Chief Comcomly.

Comcomly was a tribal chief who ruled and prospered the Lower Columbia River territory for many years. He died in 1830 at the ripe old age of 96 and was buried with books and charts and by old-time Astor party upon the instance of the Astor fur trade executive.

The dispute surfaced during the May meeting of the Clatsop County Historical Society when Mrs. Georgianna Frazier, a Chinook Indian descendant, stepped up and requested that the skull be returned to the Chinook tribe.

Mrs. Merriwether said the skull is the property of the tribe and should be buried with the body of their ancestor. Mrs. Merriwether is the wife of Chief Comcomly's great-great-great-great-great-grandson, Walter Logan Merriwether of Bellingham, Wash.

Mrs. Miller seconded Mrs. Merriwether's request, saying that the museum has had a standing request for land for a new museum building. The Chinook tribe would have a location to build and display the skull.

She said the skull is very important to the tribe and that the Indians had not made their request known sooner because they were unaware of anything being done with the skull. She added, "I think because it is a part of our people across the river, don't all the society is interested in getting it back more than Thurston [illegible] wouldn't be embarrassed."

Meriwether says his Chinook tribe doesn't a Clatsop Museum's decision was "a little embarrassed" in light of the Washington State Capital Museum's decision to display a portion of the Lewis and Clark party's journals in Olympia.

Mrs. Merriwether said she would like to see the skull displayed in the Washington State Capital Museum, which does not display any portion of the skull of Chinook Chief Comcomly.

Mrs. Merriwether says the Chinooks would transport and keep the skull under the general supervision of

Doesn't That Choke You Up

From This Logger: Cheers for Logging; Boos for Women's Lib

Diane at Bear Camp

Like most Crown Zellerbach loggers this one has no brook for Women s Lib There is a slight difference, though This logger's a lady

But she's a woman of the old school Women s libbers the choker-setter says decisively waving them away with her hand "Are crazy Just look at that Betty Freedan "

As she walked Diane Dignan watched the three logs she had just hooked chokers around crawl along the ground following the cat tractor like giant snakes slithering in on a helpless field mouse, scraping standing trees and debarking themselves Then, reappearing from thought the 24 year-old added "In fact being out here makes me as sure that I should be more of a girl when I'm off the job "

At that, her immediate boss Clem Paulson mused in his Scandinavian accent, "I bet I wouldn't recognize you in a dress "

Most of the fellows don t " Diane rejoined tugging at one of her black braids with fingernail-polished fingers

"That s right," her catskinner partner John Stoneman interjected "The first time I took her home she had her workclothes on and my wife said she was cute Then he grinned, "she came over to the house for Sunday dinner and my old gal wasn t sure she liked me working with her "

Stoneman leads the pack of Diane s mischievous teasing logger buddies Ask him if he minds working with a girl, and he answers, "no, it makes the days go faster Gives you something to laugh at"

The jokes can pour over her hardhat-protected head as swiftly as the winter rains, the five foot two Seaside resident says because, "as long as they talk to me I know they like me

"You think you re liked, huh"" Stoneman barbered

She wasn't always so sure "I think most of the guys thought I was Women's Lib when I first started " the girl who wears blue eye-shadow and pierced earrings to poke wire cables around logs in mud said " So at first, they were like cobras After they realized I'm not, I just got lots of fodding I d work for less money than the men if I had to, just to be in the woods "

"Diane wins equality without demonstrating for it," bespectacled boss Paulson remarked with evident admiration, and a little bit of relief

This male relaxation at working in the woods with a girl didn't come as quickly as men fell trees At first, Paulson admitted, "It was kind of strange You have to change your manners "

Now that the strangeness is over Paulson calls Dignan "a better than average choker-setter "

Be that as it may, Diane Dignan now arrives at the Crown Zellerbach dry log sorting area at Lewis and Clark at 7 39 a m with the rest of the loggers and leaves at 4 p m "physically exhausted " but feeling she s "done something "

The job is not an easy one and as winter sleeps the logging fields in water and mud, it will be worse But the sturdy little Portland raised woman likes being a choker setter

There are frustrating days, though Like the times when the 12 foot wire cable just won't fit between the log and the ground Then, at the worst of times she has to lie down in the mud and find the one piece of daylight between the soil and its growth that the wire will fit through The first day out she says a choker setter learns that "you can always get it through somewhere somehow "

Once she finds the clearing Diane Dignan has to roll her 42 inch high frame over the log, pull the excess cable back round the log slide the cable through a welded hole and put in on a hook attached to the cat tractor The cat as it moves pulls the cable tight round the bottom four feet of the log and pulls it out to a landing yard to be picked up by trucks

The job, all three loggers agree can be dangerous That's why the Oregon State University agriculture graduate says "It helps if you work behind the same guy You have to know if he s going to look out for you "

Part of the loggers safety devices are sets of silent hand signals which pass a message along over the incessant roar of the numbering cat

Maybe that's why Diane talks with her head and hands when she explains how she fell into logging To her, the whole thing was quite natural "I don t find this strange, me being out here she says, motioning through the logs and underbrush "Obviously it must be though

The Portlander had worked on farms during the summers of her life and "I thought I always wanted to be a farmer " So she majored in "Ag" at OSU minored in journalism

When she graduated, no one wanted her At 24 she had managed to secure that job-getting degree at just the wrong time So, she stopped looking for agriculture jobs and started looking for something in forestry Luckily for her, one of her boyfriends had been a forestry major and had conned her into taking a course in his area Thus she had some background

Once again nobody wanted her Except Crown And they told her to go back to school She did, in forestry, showed up again at the office and became a choker-setter in August, 1970

That lasted until about last Christmas when she was simultaneously laid-off, sent to Crown operation in Molalla, laid-off, a waitress in Portland rehired about three months ago This year contract inspector Paulson says, she's not as likely to get laid off because she's managed to eke out more union seniority than some of the younger fellows

In the meantime, she does her job, goes home at night to cook her dinner, do her wash, play some piano, watch some TV and hit the sack She saves the dating time for weekends, a time when Portland friends also make the trek northward to find out what logging's like

Her dates Diane says, "think at first that my job s great But as they get to like me they don't want me to work here That bothers me "

Women it appears, react to her logging job the way her mother has Thes don't understand it think it might be a little crazy or dangerous, and shy away from talking about the logging industry

If they overcome their shyness, they invariably ask one, quite practical and non-technical question What people ask Diane and partner Jim most frequently is "What do you do when you have to go to the bathroom "

To that the woman logger answers, "What do you do" and goes back to working with her felled trees

-Kate Madden

The Choker Setter at Work It can be Dangerous

Stoneman the Tease

Trouble with the Cable

"PACKER" Page 11 November 19,1970

THE FIRST GARDEN IN THE PACIFIC NORTHWEST

By

Ted Stokes

The first garden in the Pacific Northwest, cultivated by white men, was located at the mouth of the Columbia River.

Crew members of the English trading vessel Ruby, Bristol, were responsible for this garden on what is known today as Sand Island. This fur-trading vessel first arrived off the Columbia River on May 22, 1795.

It was daybreak on this morning of May 22 and Cape Disappointment lay from the 101 ton Ruby ENE 7 leagues. The wind was from the south and the sea was rolling. Capt. Charles Bishop, the master, viewed the landscape of rocky cliffs and trees on the shoreline. The quest was for skins of all kinds, sea otter, seal, marten, lynx and fox . . .

The craft eased into the quiet waters just northeast of the Columbia River mouth and dropped anchor and sails.

The Ruby had on board a three-year supply of food, the captain had on stock seeds for planting a garden.

The crew gazed eagerly to the shore. In addition to the captain, there were 17 men and a doctor. The armament consisted of eight 3 pound-carriage guns, six swivel deck guns and small arms.

These waters had felt the presence of other white men Capt. Robert Gray, May 11, 1792, and Capt. James Baker, master of the Jenny, sister ship of the Ruby, 1792.

The Ruby's captain decided to winter in the area for fur trading with a trip north during the summer. He eyed a fertile island (Sand Island) nearby as a possible place for a garden.

In the curve of the bay there were signs of a large Indian village. Soon Indians came from the shore, the number was estimated at about 200. They came with furs and other skins. They also had bows and arrows, spears and some muskets.

Later Capt. Bishop met the Indian leader, Chief Concomly (1764-1830). He was the leader of the Chinook Nation along the Columbia River. He had one eye, a flat head and six wives.

Concomly had more than that. He had over 200 slaves in addition to authority over 11 tribes. This chief was probably the first chamber of commerce reception committee for the white men in the Lower Columbia. He had also met Capt. Gray in 1792.

One-eyed Chief Concomly's home clung to the north shore of the river. He made trips across and up the Columbia in long canoes.

The chief's lodge was a low rambling structure made of cedar boards with gables. It was surrounded by a well-planned village. Streets and alleys were fenced by fate.

The chief was described as rich, powerful and bold. The crew from England were to find this out. He was short, had trimmed hair on the flat cranium and was naked except for a loin cloth over his brown skin.

The Chinook chief came aboard and engaged in trade with the English captains. The first day the exchange was beaver and other pelts. Various kinds of shiny, metal objects were given in return . . . medals, beads.

The chief admired his flat head, a mark of royalty among the Chinook Nation. The process of head-flattening was effected immediately after the birth of a son or daughter of a chief only.

A piece of heavy bark was placed on the infant's head and secured by thongs to a board upon which the body reposed.

Days of trading continued. Capt. Bishop went ashore often and explored. Concomly often came on board and slept in the ship's cabin.

It was about this time that plans for a garden were completed. Seeds were planted on a small island near "Elsweo". (Ilwaco Wash.) The crew planted peas, beans, cabbage, turnips, celery and potatoes. In addition they planted Indian corn, cress, mustard and also some peach stones. This garden, to supplement the ship's food stock, was known as the first garden cultivated by white men in the Pacific Northwest.

During the first week in June, the Ruby pulled anchor, set sail and moved up the coast to the north to look for sea otters. It was hoped the garden would be ready for harvest in October the return date.

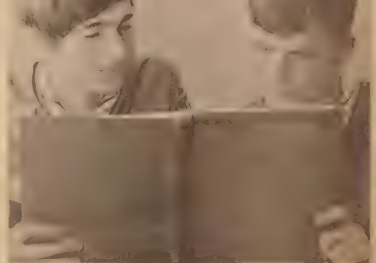
In October, the principal harvest was beans and potatoes for the sailing vessel. The Indians supplied the crew with meat, crew members even went near fishing for salmon.

The little garden was again planted the following spring, then the Ruby — — loaded with furs — — sailed away and did not return.

In 1811, the Pacific Fur Company cleared land near Astoria, Oregon and reused a vegetable crop potatoes, carrots . . .

Concomly's skull today is on display in the Clatsop County Historical Museum in Astoria.

Have Your Carpeting



Japan Bound

Jon Gimre (left) and Paul Cottam put their heads together for a last minute brushup on the Japanese language before departing for Japan at 2 40 a m Tuesday The two Astoria Boy Scouts are headed for the 13th annual Boy Scout Jamboree in Japan where they will join 20,000 Scouts at Osaka

Astoria Scouts Leave For Japan Jamboree

Paul Cottam and Jon Gimre Astoria join more than 100 scouts from the Columbia Pacific Boy Scout Council Tuesday in Portland bound for Japan and the 13th annual Boy Scout World Jamboree

At the World Jamboree the Astoria Scouts will join 20,000 Scouts from throughout the world in competition of skills trading friendship tokens and finding out how Scouts live Scouting around the world

Cottam, 14 is the son of Mr and Mrs Bruce Cottam, and Gimre 17 son of Mr and Kermit Gimre all of Astoria have been [illegible] trip

The Scouts will fly to Seattle for customs and then direct to Osaka Japan where [illegible] Japan [illegible] back to Portland Nov [illegible]

Military Barracks Are Now a Junior High School

Ft. Stevens Is a Historical Place

Editor's note: Old Fort Stevens, on the northwest corner of Oregon, was recently designated a Historic Place, by the National Park Service. Former Daily Astorian editor Fred Andrus was one who served a stint at the fort. He gives here some of the fort's history.

Old Fort Stevens never fired a shot in anger during its 84 years and four wars of active military service, but nevertheless fully deserves the designation of Historic Place just given it by the National Park Service.

Fort Stevens is unique among the many harbor defense posts that studded our coasts from Maine to Texas and from San Diego to Puget Sound because it is the only one of them that had a shot fired at it since the War of 1812.

The old fort's greatest day was June 22, 1942. About 11:15 p.m. the Japanese submarine I-25, commanded by Lt. Comdr. Meiji Tagami, fired 17 rounds from its 5.5-inch deck gun at Fort Stevens.

The bombardment lasted about a half hour and was totally ineffective. One round fell about 100 yards in front of Battery Russell, but the rest hit only sand and brush south of the fort.

There was no return fire. The principal reason was that Coast Artillery doctrine called for a fixed harbor defense post to withhold fire when a lone hostile vessel shot at it, as such an attack presumably would be for reconnaissance, to draw fire that would disclose exact location of the guns.

Aside from this doctrine, return fire would have been futile, as I-25 remained safely about 2,000 yards beyond the 16,000-yard effective range of Battery Russell's 10-inch disappearing rifled cannon of Spanish American War vintage. This was the fort's only active battery at that time.

This writer vividly remembers the bombardment of Fort Stevens. We were awakened from sleep by the racket and looked out the south window of our hillside home in Astor Court district. Flash of the submarine's guns was plainly visible, followed by the boom of the cannon and whistling of each projectile as it flashed landward. The fact that some ship was firing at Fort Stevens was quite obvious.

The event was a big news story and the staff of the Astorian-Budget was kept busy next day, answering requests for information that came in from all over the nation. The Army authorities at Fort Stevens did not attempt to suppress the news, despite wartime censorship and were quite cooperative in permitting reporters to see shell craters in the sand — only evidence there was of a hostile attack.

Some reports indicated that people of this area were panicked by the attack, but the impression one got was that actually people were somewhat thrilled and pleased that Clatsop County had actually become physically involved in the war. One family took off for Iowa, but otherwise there was no sign of fear.

Fort Stevens at that time was garrisoned largely by men of the 249th Coast Artillery, a National Guard regiment that had been called to federal duty in late 1940 when other Oregon National Guard troops were also mustered into federal service.

Later in World War II the garrison was augmented by troops of the 18th Coast Artillery, largely composed of Ohio men drafted into the Army, and these troops manned Forts Stevens, Canby and Columbia throughout the war.

Fort Stevens was built in 1862-3 but was not garrisoned until 1863.

Congress had considered providing funds to provide defenses at the mouth of the Columbia as far back as 1820, but it was not until the Civil War broke out that it provided appropriations, first of $100,000 in 1861 and then $200,000 more a year later, to establish forts at Point Adams and Cape Disappointment.

Fort Stevens was built by a Corps of Engineers detachment commanded by Capt. George H. Elliott, who also built Fort Canby across the river.

Fort Stevens was an earthwork fort, surrounded by a 30-foot ditch. Its original armament included one 15-inch gun, five 10-inch guns, five 8-inch Rodman rifled guns and five 200-pounder Parrott guns, all mounted on steel carriages.

Similar armament was installed at Fort Canby.

Fort Stevens, named for Isaac Ingalls Stevens, governor of the Washington territory in 1853-7 and later killed in action by Confederate forces at Chantilly, Va., in 1861, was first garrisoned by troops of Company B, 8th California Volunteer Infantry regiment, commanded by Capt. Gaston d'Artois.

There was considerable reason for building forts at the Columbia River mouth. No defenses existed on the Pacific Coast north of San Francisco. Confederate cruisers were reported raiding merchant ships in the Pacific, and there was some suspicion that the British Government, which had been somewhat friendly to the Confederacy, might permit such raiders to refit and obtain supplies at the new naval base of Esquimalt on the Strait of Juan de Fuca.

There was also concern in Washington, D.C., about the grandiose ideas of the French emperor Napoleon III, who had established a puppet government in Mexico under Maximilian an Austrian prince.

At any rate, Forts Stevens and Canby gave considerable comfort to residents of Northwestern United States.

Fort Stevens ebbed and flowed in size with fluctuations in foreign affairs. Construction of modern gun batteries in concrete emplacements took place from 1896 to 1904, under project of the Spanish-American war. These included Batteries Lewis, Walker, Mishler, Pratt, Freeman, Smur, Clark and finally Russell, built in 1904. It was named for Maj. Gen. David A. Russell, 8th U.S. Infantry, killed in action at Opequan, Va., in 1864.

Fort Stevens had 75 commanders during its career, including one black man, a sergeant caretaker who was its lone occupant during the 1880s.

Its garrison swelled to 5,000 men in World War I, when it was used for training troops, shrank again in the 1930s, and rose to more than 2,500 men in World War II.

When that war broke out, Battery Russell was the only useful armament. Soon a battery of 90-millimeter aircraft guns was established on outer Clatsop spit, and a similar battery was emplaced across the river, on the sandspit surrounding Jetty A. When this writer was assigned to duty in the Columbia Harbor Defenses in 1943, construction of a battery of 6-inch rifles, equipped with modern electronic fire control equipment, was under way. This battery was completed in time to fire a few practice shots before peace came.

Fort Stevens has vivid memories for one who served there. There was the shock to learn, on arrival, that new officers were expected to make formal calls and leave calling cards. This involved a hasty resort to the Astorian Budget printing shop to have some cards turned out. There were the colorful retreat parades once weekly on the parade ground, with martial music. There was a tour of duty in old Battery Mishler, where underground tunnels had been converted into a central command post for the entire harbor defenses and where one lived for 48 hours at a time. There was the occasion when the 90-millimeter battery on Clatsop spit conducted a target practice. A round or two must have gone astray, because the commander of the companion battery on Jetty A called on the phone: "Quit shooting. We surrender."

Fort Stevens ceased to be an active military post in 1947, when all United States fixed harbor defenses were eliminated as obsolete, but its concrete emplacements will long remain to remind visitors of a vanished phase of U.S. military history.

Unfortunately, the Army was too swift after the war to scrap all the old guns that had for years armed the harbor defense posts of the nation.

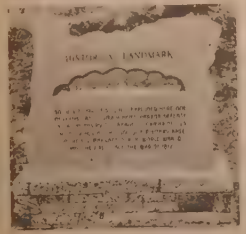
When, a few years later, effort was made to restore Battery Russell, 10-inch disappearing guns couldn't be found. Oregon's Congressional delegation competed with Washington's group for the only remaining guns of that kind, at Subic Bay in the Philippines, but Washington had more clout and if you want to see guns like those that stood silent at Battery Russell when the I-25 was firing at them, you have to go to Fort Casey on Puget Sound.

—Fred Andrus

Visitor Inspects Ft. Stevens Guardhouse

Where the Disappearing Guns Once Were

Final Home



Spot Where Shell Hit

Daily Astorian Photos by Don Roberts

Daily Astorian

Old Timers' Tape Session

In an attempt to preserve some of the history of the Lower Columbia River area, the Astoria Rotary sponsored a project of tape recording conversation sessions with longtime residents who themselves are part of the area's history. The tapes recently were turned over to Astor Library and the Clatsop Intermediate Education District. Pictured from left to right are Dan Webster, Rotary chairman of the project; Bill Wooton; Pete Cosovich, who moderated the taping sessions; Fred Cordiner; Art Dempsie; George McClean and Deskin Bergey. In addition, tapes of interviews with Tim Druscoll, pioneer boat builder, and John Brallier, a Clatsop Indian descendant, were presented to the library.

Daily Astorian

Birds of a Feather

Like swallows returning to Capistrano, some 100 Airstream trailers streamed into Astoria Wednesday for their annual rendezvous. Parked at the 4-H Fairgrounds, the convoy made their way from Tillamook and expect to move out Friday. They are fresh from the national Airstream rally at Salem.

OHS in USSR

The photograph is of OHS Director Tom Vaughan wearing an Aleut hunter's headdress and holding a shaman's rattle. It was taken in the attic of a little known Russian museum during the hottest summer on record in the Baltic states.

OREGON HISTORICAL SOCIETY
NEWS
Vol. XVI NO. 4 Sept 1972 121 A PARK AVE PO

Reunion Slated this Summer at Gearhart

USS Astoria Had Short, Valiant Life

18 Aug 9 1942 the heavy cruiser Astoria Sank off Guadalcanal Island in the Solomon Islands in a Japanese naval gunfire

Thirty seven sailors from who served on the Astoria U.S. gather in Gearhart for a reunion on Aug. 1982.

The reunion will be the largest to the ef forts of Tom Cruse a Hobson Businessman who was one of 150 survivors of the crew of a 600 officers and men aboard when the ship was sunk

Among those coming to attend are three persons from the Astoria area

They are Watkins P Hoag Jr. a Box 610, Astoria who was in the original crew when the ship was commissioned at Bremerton Navy Yard in 1933 of Astoria, Wash Both Watkins and O'Meara were serving on the Astoria when she sank narrowly escaping with their lives

Cruse has been working for a long time on the reunion plans

"We have written to more than 100 newspapers, magazines and Navy retired news media and the 170 names we now have are the result," Cruse said. "O'Meara is the man we found by his sister overhearing a conversation in a restaurant and commenting that her brother served aboard that ship. Well, he sure as heck did."

60 Plan to Attend

Other survivors were located in unusual ways, Cruse reported. All told more than 60 have indicated their intent to attend the reunion

Cruse is being helped by Don Yeamans and John Zabelski of Portland in planning the reunion which he said will be "very very informal

There will be a formal meeting or two possibly a dinner dance, prayer breakfasts honoring the 24 men who died in the battle and "lots of informal visiting."

The Astoria served with distinction in less than a year of duty in World War II

War's outbreak on Dec. 7, 1941, found the Astoria at sea 700 miles west of Hawaii in company with an aircraft carrier, three heavy cruisers and eight or nine destroyers Next day Astoria joined a task force assigned to screen the carrier Yorktown

Coral Sea Battle

This task force went into actions that led to the battle of the Coral Sea on May 7-8, 1942 These preliminaries included bombing and torpedoing of enemy shipping at Tulagi and Gavutu in the Solomons by planes from the carriers Yorktown and Lexington Astoria was in the screen

USS Astoria (DA34) shown entering Honolulu Harbor

In the Coral Sea battle Astoria was engaged in fighting off Japanese bomber planes escaping a direct hit but being shaken severely by several near bomb misses

Yorktown was damaged and Lexington sunk in this battle

In the battle of Midway on June 3-6 Astoria again screened Yorktown In that battle, planes from Yorktown and other carriers sank or fatally crippled three Japanese carriers A fourth carrier, however launched a torpedo plane attack that scored three hits on Yorktown and caused her eventually to sink

Battle of Midway

The battle of Midway was the first decisive defeat at sea the Japanese Navy had experienced in 350 years

"U S reconnaissance in June and July revealed enemy activity of marked significance in the enemy-controlled Solomon Islands," says the official Navy history of heavy cruiser Astoria

"Expansion in the Solomons, together with increased activity in eastern New Guinea, clearly indicated the enemy was attempting to establish and maintain control of the air in the Solomons area

"Establishment of such control would have put the Japanese in position to launch a seaborne threat at Port Darwin and Australia, and would have seriously threatened our supply lines

On Aug. 7 Astoria was in the screening force for transports and landing craft that made the first U.S. invasion of the Solomons on Guadalcanal Island

On Aug. 8 about 40 Japanese planes came in low, 50 feet above the water, toward ships which were landing troops and supplies

Continued Page 2B

WILLIAM O'MEARA
Chinook

CHARLES WATKINS
Astoria

Arts Festival

My daughter granddaughter and I attended your Victorian Arts Festival and Silver Tea We enjoyed every minute of it Ladies in their gowns were beautiful, displays, all the handicraft and refreshment

Being a "Norske", those Krum-Kake were so good

The Museum is a great place a beautiful sight to see We hope to visit the Museum again

Our sympathy to Mrs Ponsness in her loss that day

A million thanks to all who took part and worked to make this a grand and glorious event for all of us to enjoy

ALICE RIEGEL
67 So 22nd St
St Helens

SEASIDE, OREGON, AUGUST 17, 1972

Victorian Arts Festival is scheduled for August 27

The Victorian Arts Festival silver tea will be held Sunday, August 27, from 1 to 6 p m in the Clatsop county historical museum located on Eighth street between Duane and Exchange

There will be activities in the back side and front gardens and in the museum Robert Biddle Jr will be master of ceremonies for the musical festival of singers dancers, gospel singers and musical groups in the back garden. Demonstrations in candle making pottery, ceramics bead work artists painting decoupage macrame and rug making are planned for the side garden The Poet Tree in the front garden will be the setting for the display of original verse by area authors Jan Shaffer is chairman and coordinator of the poetry contest in which prizes will be awarded There will be a punch table for visitors

Hostesses will be wearing Victorian gowns in the music room of the museum where there will be singing and music of the piano, organ violin and concertina The dining room table will be set with a Point Venice cloth Victorian period silver service, cut glass and silver appointments enhanced by a Victorian floral centerpiece Tea will be served from 1 30 to 4 30 p m

On the main floor there will be art exhibits of painting ceramics antiques pottery and hand carving. Featured in the upstairs hallway are afghans pictures and crewel embroidery pillows In the Captain's bedroom there will be a demonstration of spinning and a spinning wheel exhibit and arts from Hungary lole painting and rug demonstrations combined with broomstick crochet driftwood collage and lunes from the Holy Lands

In the pioneer kitchen there will be a demonstration pillow of bobbin lace, an ancient art now being revived There will be exhibits of Trichem, Christmas decorations, paintings and carvings.

The program is from 1 30 to 5 p m and demonstration from 1 30 to 5 30 p m

'The Attack Began and Ended Quickly

Gifts to Museum

William Hoag and Mae Miller of the Clatsop Historical Society reminisce over a teakwood chest, carved from deck timber for USS Astoria, and a photo of the ship, gifts by Hoag to the Clatsop Historical Museum Hoag was in the original crew and Mrs Miller attended launching ceremonies in 1933

Continued from Page 1B

Astoria and other vessels opened fire The plane formation broke and its survivors fled

On the dark and rainy night of Aug 8-9 Astoria again took her place with the cruisers Vincennes and Quincy and destroyers which were patrolling the area between Savo and Florida Islands" says the official Navy account

At 1 45 a.m Japanese surface craft attacked

"Astoria, the last ship in column and therefore the nearest to the enemy appears to have been first to open fire," the Navy account continues

Fired Several Salvos

"When the first enemy salvo landed short, Astoria replied, firing several salvos Shortly thereafter, all three cruisers were being hit hard by the enemy's guns and fires broke out

Astoria's bridge was hit and her helmsman fell being immediately replaced Fire forced abandonment of her engine rooms and the vessel lost speed

"For the next five minutes she was under an extremely heavy concentration of enemy gunfire which hit her repeatedly."

Astoria fired its last salvo and hit an enemy vessel Power had failed completely and the burning ship drifted helplessly, as the enemy warships headed for sea

Quincy and Vincennes sank, but Astoria died hard Groups of the crew, isolated at the bow and stern by the fierce fire aimed ships, worked desperately to save the ship

The destroyer Bagley came alongside and removed wounded men then the able-bodied

Astoria Sank

Shortly after dawn 325 men and officers went back aboard in hopes of saving the ship They fought the fires all morning, aided by the destroyer Buchanan, but by noon the main deck was awash and the crew was told to abandon ship Shortly afterward the ship rolled slowly over on her port beam and sank

Memories of the Astoria's last hours remain vividly with both O'Meara and Watkins

"I joined Astoria in 1941," said O'Meara, now a crab fishermen living in Chinook "I was in the regular Navy I was an electrician's mate second class, later chief electrician s mate

"We had been off Guadalcanal four days, under air attack while escorting the convoy that landed the invading force of Marines

"I was lucky My battle station was with a five-inch gun, but the night before the battle I was transferred to the after gyro compass, deep in the ship near the shaft alley

"The truck leading topside from the shaft galley was one of the few that remained open at the end

"Most of the people on the gun deck, my former station, were killed.

"The attack began and ended quickly, but left us on fire in several places and without power

"When word came to abandon ship, I had a kapok life jacket I went into the sea and was there nine hours I rode high in the water with my kapok jacket, but by the time a destroyer picked me up I had sunk until only my nose was above water

Survivors Scattered

"A strong current running between Guadalcanal and Tulagi scattered the survivors who were in the water, so that it took time to find us all"

It is not just coincident that O'Meara lives near the city for which the cruiser was named He was born in Oysterville Wash, and returned to the same area after his Navy service ended

Watkins who was also a regular Navy man joined Astoria in 1936 and stayed with her until she sank

"I was one of the last to go over the side" said Watkins, then a shipfitter first class

"The ship's screws were out of the water when I went overboard about noon My job on the ship called for repairing damage I was all over the ship fighting fires and getting the wounded out"

Watkins said the Japanese ships "were on us before we knew it" The action lasted maybe an hour and a half

"When I went into the water I hung to an ammunition can I had no life jacket A life raft came within hailing distance and the men on it pulled me aboard

Later that morning, before the ship sank, a destroyer took us off

"We had laid out many of the bodies of the dead for burial and had the ship fairly well cleaned up before we were ordered to abandon her, as we had hoped to be able to save her"

Stayed in Area

Watkins stayed in the Navy and was on duty at Tongue Point when he had a medical retirement in 1960 He and Mrs Watkins decided to stay in the area He ran a ranch and a holly orchard for several years but is now in full retirement

Hoag the third former Astoria crewman is thus area is also an ex regular Navyman with 31 years service, retiring with rank of lieutenant commander For several years he operated Astoria's bus line

Hoag was assigned to Astoria's original crew, making him in Navy terminology a "plank owner"

Hoag, then a gunner's mate second class with eight years of Navy service, was a catapult man, whose duty was to have the two catapults ready for launching planes

"We sailed from Bremerton on Astoria s shakedown cruise in 1934," Hoag recalled "We went south, across the Equator, and as it was my first crossing I went through the customary initiation It was a rough shellback party I remember

Teakwood Deck

Astoria had a teakwood deck, as teak resists splintering caused by shellfire in battle Hoag took some of the scrap pieces

THE DAILY ASTORIAN, Astoria, Oregon, Monday, October 23, 1972 Page

Centennial Celebrated

Centennial Year — Fisher Bros Co, an Astoria firm for 100 years is celebrating its centennial year in a week

The first building a combination trading post and store was constructed on the Northwest corner of what is now 12th and Marine Drive It was founded by Ferdinand A Fisher and his brother Capt A C Fisher in 1872

In December of 1901 the Fisher brothers sold to a newly formed corporation comprised of Asmus Brix Ferdinand A Fisher J E Ferguson F J Carnes and James O Connell

A new store was built at the present site in December of 1922 after a fire destroyed the first structure

In 1941 the firm added a second store — the Industrial Supply store at Seventh and Astor Streets.

George J Allstadt today s president of the company has served as president since 1949

100th Year

Old Fisher Bros Warehouse Near Industrial Store, Seventh Street in Astoria

Tour Features Christmas Decor

Dec 10th 1972

A Christmas Decoration Tour of Homes will be sponsored by the American Field Service Assn on Sunday beginning at 2 p.m. The tour will feature the homes of Mr and Mrs Paul Williamson, Mrs. Vera Gault and Mr. and Mrs. William Foster. Trees will be decorated, candles lit and swags hung to add to the holiday atmosphere.

The tour will benefit the American Field Service program. Attending Astoria High School this year is Janie Povall from Birkenhead England. Miss Povall will be greeting guests during the afternoon.

Tickets must be purchased in advance and are available at the Astoria High School office or at the Astoria Public Library. Some 150 tickets are available until Saturday, they will not be sold at the door.

The three homes will be open from 2 p.m. until 5 p.m. rather than the specific times printed on the tickets. Refreshments will be served at the Foster home.

The members of the American Field Service Assn will be on hand to guide tours, answer questions and point out unusual Christmas decorations. Michael Foster is chairman for the event.

Oldest in Astoria

The Brown House at 1337 Franklin is believed to be Astoria's oldest residential structure, the northwest portion of this house was built in 1854 in Uppertown by Capt. Hiram Brown, then barged downriver to its present site.

Since 1961, Mr. and Mrs. Paul Williamson have restored and furnished it with a lifetime collection of antiques. Its unique feature is a conservatory which once housed tropical plants and birds.

Completed Restoration

The Page House at 1293 Franklin was constructed in 1879 with the newlyweds Judge and Mrs. Charles Page as its first occupants. In 1902 it was remodeled into Astoria Business College which functioned for 10 years.

Mrs. Vera Gault acquired title in 1966 and with the aid of her son, Bruce Berney, completely restored the exterior and interior, including roof, plumbing, heating, wiring, removal of partitions to the original plan and landscaping.

Daily Astorian

Mrs. Foster at Home

The Foster Home at 707 Eighth St. was built in 1885, by John Hobson, pioneer with the first Great Wagon Train of 1843. The home was built for his daughter Maude when she married attorney George Clyde Fulton. The couple moved into the house in October of that year. The house is built entirely of cedar probably from Port Orford cedar as was the Hobson house at 5th and Bond.

Some structural changes were made in the interior by the couple and the house was shingled sometime later, but essentially it is original-a small sun room, library, and upstairs bedroom above the two were added during the early twenties.

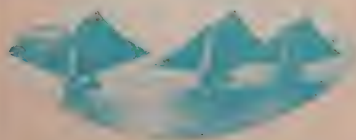
Mrs. Fulton occupied the house until her death in 1949. It has had two owners since.

The Posters bought the home in June, 1971, and are redecorating and refurbishing it. The twelve room home has many of the original glass in the windows, old wood floors, and many other unique features.

BROOKFIELD

--- THE JOE MEGLER STORY

(Wahkiakum County) Washington



Sunset Flotilla

Original Picture Presented to Wahkiakum County Pioneer Association by Edgar Burkebile

CARLTON E. APPELO
DEEP RIVER, WASH. 98618

PAINLESS SCHOOL HOUSE OF WARRENTON— In 1902 D. K. Warren, at a personal expenditure of $4100 had a school built and presented it to the school district.

The building still stands almost in the heart of Warrenton. The building housed four upper grades, and the four lower grades attended school in a private home.

The school had a slightly different system from what we have now. There was no janitor, therefore the teachers and children had to clean the school and carry in the wood. A bucket of water was carried to the school and one dipper was used to drink from.

The requirements for being a teacher were much stricter in comparison to today's schools. For example, teachers were forbidden to smoke, and drink, and women teachers were seldom heard of.

The school was discontinued in 1910, yet young voices were heard for 61 more years in the building as the Church of Christ used the school building up to 1967 when they had to abandon the "holy" building.

Flavel House Is Example of Historic Building

Group Plans to Save Clatsop County's History

Clatsop Historic Advisory Committee is receiving some new perspective on history's future in Astoria.

After an all-day panel discussion Tuesday with state and national historical preservation experts — invited especially to Astoria to take a look — committee members are mulling over a new plan of action to preserve landmarks in historic Clatsop County.

A leader in the preservation movement is Astorian E. W. Harvey, chairman of the Committee and former head of the Oregon State University Seafoods Laboratory.

Reflecting over the day-long "rap session" Harvey later discussed a possible new plan of action at his vintage 1868 home which he has restored.

Indeed Harvey's house itself may be the nucleus of the new scheme.

First House on the Hill

A landmark plaque on the front gate proudly claims the old two-story structure on 17th and Grand the "first house on the hill" constructed by J. H. D. Gray — claimed to be the first white boy born west of the Rockies.

A half dozen homes adjacent to Harvey's also are restored landmarks designated historically important because of their 19th century New England architecture.

That neighborhood and several more like it in Astoria could be designated historical multi-districts preserved to retain the flavor of their early life.

Harvey sits in his kitchen adorned with 19th century gadgets and antiques. As he talks, the only items out of place in the room are the modern appliances.

"We have so much history here, the people don't realize it," he said. "I will make a survey of the whole county and Astoria. Then we will go after multi-districts."

By definition Harvey said, historical multi-districts are five adjacent restored structures designated as landmarks.

Harvey's original idea was to get Clatsop County designated a national historical district, much the same as Jacksonville in southern Oregon.

Changes His Mind

But he changed his mind this week after talking with a national authority — John Frisbee a field representative of the National Trust for Historic Preservation.

Frisbee, a participant in Tuesday's conference suggested the historic district designation for the entire county would be difficult to impose.

Instead he suggested the development of multi-districts throughout the county and the creation of a county landmarks commission. That panel ideally would have broad reverse powers designed to preserve historic structures.

Frisbee also is a specialist on the economics of historic preservation claiming many revitalized older districts became tourist attractions.

Harvey is eager to test some of Frisbee's theories perhaps not so much for the economic spinoff of preservation but simply to capture some of the county's history.

Historically we have to be awakened he said.

Edna ated in history-conscious Massachusetts Harvey was one of the first state organizers of a group picked by former Gov. Hatfield to list historic sites in the state.

Fourteen homes and sites were designated in Astoria and half dozen more in Baker before the ad hoc committee apparently lost steam — later to be revived by the State and taken over by the State Highway Division, Harvey said.

The retired Seafoods Lab director would like to see the multi-district idea catch on in Astoria suggesting 17th and Grand as one site and a section of Franklin and Bond as another.

By definition a multi-district is five nationally historic homes in a row. "We don't have much of that because of the fire 1922," he said. "Ours is spread out unlike Jacksonville."

Harvey also would like to see the advisory committee broadened "so we can have all aspects of life."

Saving Structures

Criteria for historical designations must be developed. Such criteria Harvey suggests would be aimed at saving structures as early ethnic groups and architecture representative of certain eras.

Initially a home had to be at least 75 years old and have no major alterations, Harvey said.

He acknowledges however the importance of removing rundown structures, emphasizing he was not interested in salvaging old, deteriorated, non-historical buildings.

Although sparsely attended, the day-long discussion held at the Astor Library Tuesday centered partially on economic benefits and incentives for preservation.

One problem in convincing more property owners to restore historic structures rather than raze them are the financial hardships involved.

In many cases rising property taxes play a role in the decision to destroy an older structure.

One of the visiting panelists Wallace Huntington, a Portland landscape architect suggested tax incentives for owners deciding to revamp designated landmarks.

Two states, Maryland and New Mexico and Puerto Rico offer property owners such incentives. There apparently is no move in Oregon to instigate similar legislation although it might possibly become a project for the advisory committee and other state preservation groups.

The plan of action?

It might include legislation for tax breaks, but more immediately it may result in the creation of historical pockets throughout the city.

The obvious hurdle of course is financing. There is very little government aid for historic preservation.

Most restorations are products of love and care from historic home owners.

— Doug Babb

That Flavel Place

Impressed

L

expression 3

by Michael Zugler

Bare branches silhouette

Bird tails

Dead leaf garments form an autumn carpet

I go past the Flavel House several times each day, living as I do in its shadow. Over the months, the big old house and its grounds [illegible] and I have [illegible]

Many in the tranquil hour we have spent together sharing thoughts and dreams under shelters of trees, listening [illegible] quiet talk [illegible] breeding [illegible] and [illegible]

We have [illegible] environment [illegible] and I have become [illegible] knowing since whenever I joyfully [illegible] his secrets.

I don't think he would mind if I share some of them with you. Here is something I wrote for him.

A curious sort of fascination,
Petal-soft caress — so it stands.
Flavel House,
Iron grillwork laces
Cornices gingerbread
neath red clay roof
Lofty bastion of bygone days

Below, trees of all kinds sprinkle 'round
Grass and fallen leaves
Green groomed carpet
Needles, cones and birds abound.
Shipping, flitting
Moved about by caprice
They settle here, find rest there
Well placed actors
In Nature's well-thought plan

Detail gives way to mass.
And there it stands
Buttressed by historic men,
Dauntless guardian of cherished past
Proud cynosure
mongst well-kept ground
Flavel House

Michael Zugler

Thorns of solitude

High Adventures Of Lazar Cosovich

by Ted Stokes

Wreck of the Great Republic — on Sand Island

Astoria's former mayor Pete Cosovich [illegible] high adventure about his father's shipwreck experience at the mouth of the Columbia River in 1879.

The great adventure of Lazar Cosovich began when he departed his native village of Kotor, on the Bay of Kotor, in the empire of Francis Joseph, Austria-Hungary. The lad was only 13 years old in 1878.

The destination of the lad was Australia to visit an uncle who had a sheep ranch on the continent down under. For some reason or other, he never did get to Australia. Instead the route was through the blue Mediterranean, through the Atlantic and around the Horn to San Francisco, California.

The sights of the new world filled the young Slavic boy with a thirst for more adventure. In San Francisco, he heard astounding reports of a gold rush in faraway Alaska.

Fortunes in gold were being made, young Lazar was told. Maybe there would be a fortune for the eager lad. Half aloud the boy exclaimes "When I return home with great riches, my people will understand and be proud of me."

Lazar Cosovich asked, "How do I get to Alaska?"

He was told that ships leave San Francisco almost every day. After some delay, the youth signed as mess boy on the steamer Great Republic bound for Alaska with a stopover at the Columbia River port of Astoria.

Destiny in the form of a Sandbar and foggy weather stepped in to change the course of the life of the boy. The Great Republic went aground on Sand Island at the river mouth on April 19, 1879. Lazar observed the unfolding events of that tragic shipwreck in which 11 crew members lost their lives. He was now 14 years old.

The Great Republic measured 378 feet in length and registered 4,750 gross tons. For years she had been in the China trade. The vessel was constructed in 1866 in New York.

On this last voyage in the spring of 1879, the Great Republic carried 896 passengers. The total on board, including crew was over 1,000.

At midnight on April 18, the vessel arrived off the mouth of the Columbia. The pilot craft was waiting. [illegible] Thomas Doig came on board.

Doig decided to wait until daylight before taking the steamer across the bar. Young Cosovich observed all this. But after making this hold-up decision, Pilot Doig changed his mind and at 12:30 A.M. on April 19, he ordered the vessel to proceed into the harbor. Capt. James Carrol, the ship's master, was agreeable to this order from the pilot.

Passengers were sleeping in their berths. [illegible] grinded the steamer as far as the Sand Island bars. Then there was a "swish" and it happened! The ship came to a sudden stop.

Some of the curious passengers hothered to come up on deck to see what had happened. Young Cosovich took off this un. The Great Republic was aground on Sand Island!

The bilge pumps, clogged with salt, were failing to function properly. This permitted the water to rush through the ship's bottom unchecked.

When word on the grounding later reached the passengers, there was a mild panic. One of the calm members of the crew was Lazar.

On the following day, rescue ships arrived and the passengers were taken ashore, mostly to Astoria. There was no passenger loss. The crew stayed aboard, in hope that the vessel could be re-floated. From the shore the vessel appeared to be undamaged, but wind and waves took only two or three days to begin destruction of the huge ship.

The last boat, crew members, left the ship at 10:30 A.M. In getting away, the steering oar broke and the craft capsized. From the 14 in the craft, eleven drowned.

Aboard the Great Republic were 27 horses, and only seven were able to swim ashore after they were released from the [illegible].

Passengers aboard, later commented on the able manner in which Capt. Carroll handled the complex problem after his ship hit the fringe of Sand Island.

In Astoria, Lazar Cosovich found himself in a strange land. Speaking little or no English, the boy paused to await the turn of events. While standing on the dock, someone spoke to him in his native tongue.

The stranger said kindly, "We have seen your name on the ship's papers, Cosovich. You are one of our people — come along and we will take you home." The boy was given soup when he arrived at his new home.

As luck would have it, Astoria was home for a number of Slavic families. A family took the shipwreck youth in as if he were a long-lost cousin. The family gave him food, clothing and shelter. They even got him a job in the Columbia River fishing fleet. Forgetting his Alaska destination and gold, he settled in Astoria.

Cosovich went to school, learned English and worked in the gillnet fleet. Years later, he wrote a letter to his home in Europe and asked his girlfriend Wany to come to America. Lazar said, "I want you to come to Astoria to be my wife. It is a good country and there are many fine opportunities."

Many months later, Mary arrived in Astoria. She had come across the nation by train. She wore a tag around her neck, Mary Panevich, Destination Astoria, Oregon.

The two young immigrants settled down in Astoria and brought up a family of three (Peter, Michael and Ann). Later Lazar went fron fishing to a sawmill business. Lazar, who became a U.S. citizen in 1896, passed away in 1927.

In the years after Lazar's passing, his adopted city of Astoria bestowed the greatest honor of all on the Cosovich family, His son, Peter, was elected mayor. He held this [illegible]

"Pete" Cosovich still resides in Astoria and has visited his father's homeland several times (Yugoslavia).

Report of Coast Guardsman Tells of Wreck of Rosecrans

[illegible] ...ard ... the ship ... and about the month of the ... during the 100 years of Astoria's history. ... the most ... before ... the ... over the bar. Here ... account of one ... the most ... [illegible] ... Rosecrans ... Ore. ... who was ... on board ... Point ... Coast Guard ... on January 31, when the ... Rosecrans was lost on ... Peacock spit and 11 members of her crew perished.

At 5:30 a.m. January 2, a telephone message came to the station from Mr. V. Boeing, agent for the Puget Sound Tug Boat Co. at Astoria, Ore., to the effect that a wireless message had just come in the wireless station at Astoria as follows: Steamer Rosecrans breaking up on the bar. I was also informed by Mr. Boeing that he had notified the captain of the tug Tatoosh and that he was making ready for going to the assistance of the Rosecrans. I immediately reported the wireless alarm at Astoria and was told by the operator that he had received a message from the Rosecrans the previous evening to the effect that she would be off the bar at daybreak, and he was under the impression that in case of being in distress on the bar she was prepared to go to the assistance of the Tatoosh.

The weather being thick and stormy, I personally telephoned to the surfman on watch to patrol the beach for any signals of vessels in distress, and the Peter Iredale in search of the wrecked vessel. I also telephoned to the jetty foreman Mr. J. C. Tenbrook and asked him to proceed out on the jetty in one of the engines I then instructed the crew to prepare for launching the power boat and what the men were that engages I called Mr. Smith's residence by phone and assert him to notify the keeper of the Peacock Spit to meet the Surfman. Within 15 minutes I was on the station. The power boat was then launched and the crew proceeded to the mouth of the river on the hope of finding the wrecked vessel. The tug Tatoosh also came along and made a thorough search on the bar but nothing was observed that would indicate trouble of any kind. The weather was very thick and stormy and at that time we did not get out and not be seen but a few hundred feet at a [illegible]

The crew then returned to the station to begin if anything, [illegible] were seen of the vessel from the beach or the jetty arriving at 9:30 a.m. The fisherman had just returned and informed me that no accident had taken place on the beach and Mr. Tenbrook reported the same result from his trip out on the jetty. I then instructed the men to get ready for a trip to the Cape Disappointment station for I feared that the vessel had probably gone ashore in that vicinity. I then telephoned to the station at Cape Disappointment and this place were reached I was unable to communicate with the keeper of that station by telephone a few minutes later Mr. Gerald Rogers the assistant engineer stationed at Fort Stevens called me up over the telephone and stated that he had been informed that the Rosecrans was all wrecked on Peacock Spit not far from the North Head Light Station.

The crew then manned the power boat and proceeded to the Cape Disappointment Life-Saving Station where we arrived at 11:30 a.m. I then ordered the crew to get ready for a trip to the wreck. Mr. Rogers informed me that he had used his crew during the [illegible] ... Lieutenant ... Department and McKenzie Head in ... [illegible] ... regaining of they should ... [illegible] ... remain standing by to render ... to them and after two attempts I was forced to return because of the strong tide and treacherous ... was but I still had hopes of reaching the wreck. Shortly after 12 o'clock noon both crews started out and after an hour's terrible battle we succeeded in reaching the scene.

I went close to the wreck and signaled to the men to jump over board that being the only way by which they could be saved, but they failed to do so. Five times I maneuvered the life boat was run in as close as we dared to go without being dashed to pieces against the wreck, and the fifth time a very fine one struck us, turning the lifeboat almost end over end and capsized. Number five members of the crew were on board inverted included. We all managed to hang on to the rails and were pulled back into the boat by the other members of the crew excepting Mr. Pearson the No. 1 man who was more than 100 yards away on the boat. He righted itself. We experienced no difficulty however in picking him up and outside of a badly bruised leg he was all right. At this time Cape Disappointment crew was waiting for assistance they [illegible] ... any attempt ... we hoisted in their ... succeeded in towing them out [illegible] ... to the tug Fearless. ... which was standing by outside all that was ... the pressure ... to the wreck in the hope that the ... reported to me that the ... and men would jump into the water ... just as soon as the life boat ... get near perhaps within 100 ... yards one of the men jumped and ... was quickly rescued. The ... open the next one and he also ... moped and was picked up shortly ... crafter. There still remained ... another man in the life boat ... was hanging in the rigging ... the rigging shortly afterwards. ... striking an iron stanchion as he ... the waistle ...

The Rosecrans went aground ... Astoria ... who was ... the north ... tug for ... ship ... to the ... the storm. Previous ... the tug ... [illegible] ... the ... [illegible] ... [illegible] ... [illegible]

Worth noting: Clatsop festival dated

By MARGARET GRIFFIN
Of The Oregonian staff

A Victorian Arts Festival and Silver Tea will overflow into the Clatsop County Historical Museum's garden and surrounding streets on Saturday, Aug. 27 from 1 to 6 p.m. There will be music, dancing, art and antique flower display, and handcrafts — even a poetry tree. Jan Shaffer is chairman of the poetry contest.

Robert Biddle II will be master of ceremonies for a musical festival of singers, dancers, gospel singers and [illegible] antique performing in the back of the garden.

The side garden will be the scene of demonstrations in candle making, pottery, [illegible] framing, bead work, painting, macrame rug making and decoupage.

Tea will be served in the dining room of the [illegible] museum by hostesses wearing Victorian gowns from 2:30 to 4:30 p.m. A demonstration of [illegible] held in the [illegible] room, bobbin lace demonstration and exhibits of [illegible] and carving.

Basement Pioneer Kitchen

[illegible] ... record once a year ... the Aug. 27 [illegible] ... Queen ... Kings' Ma... Pioneering and ... [illegible] ... [illegible] ... be county histor... [illegible] ... who are ... [illegible] ... program.

Betty Morrison Moran

Marsh a Museum - Long Beach Wash.

Oldest Business House, Astoria

Wonderful Watercolors

By Ted Stokes

A trip around the world, in water colors [illegible] for the visitor to the Astor library. Forty multicolor [illegible] by local artist Betty Morrison Moran beckon the traveller from country to country.

The countries you visit in this Astoria display are Japan, India, Ceylon, Italy, Yugoslavia, Spain, and the Canary Islands. The scenes took Mrs. Moran almost [illegible] but the world is the long [illegible] hours, two days ... two weeks or more ... [illegible] The watercolors will be removed [illegible]

Each water color [illegible] and painted card which reveals a thumbnail history.

Betty Moran made the [illegible] tour. Upon [illegible] country to the Astoria artist.

In Japan she was busy doing watercolor sketches in both Kyoto and Kamakura. Of course, [illegible] list. The subjects of her art work here were temples and shrines.

In India she again painted temples and historic shrines. She blended the past with the present using many colors [illegible] Astor library [illegible] section [illegible] Caves, 30 caverns carved [illegible] statues, walls, and ceilings telling [illegible]

[illegible] Mrs. Moran has captured [illegible] island of tea, rice, rubber, [illegible] pagentry includes one watercolor [illegible] Temple of the Golden Tooth. [illegible] such is said to house one of [illegible]

Florence. There are several [illegible] in the north. Taking the [illegible] and street scenes, [illegible] action for Mrs. Moran. She [illegible] of Marco Polo, [illegible] [illegible] Dubrovnik. A seaport [illegible]

[illegible] Spain. She made [illegible] Spain scenes, [illegible] pagentry includes one watercolor [illegible] Temple of the Golden Tooth. [illegible] such is said to house one of [illegible]

[illegible] market places, fountains [illegible] all be impressed [illegible] interest is the [illegible] [illegible] which is many scenes. [illegible] is advertising products [illegible] faded tile advertisements [illegible] many garden scenes [illegible]

[illegible] watercolors on the [illegible] Saddle Mountain, [illegible] pavilion, Chinese Temple [illegible] museum in Long Beach, [illegible] are paintings of the [illegible] Guard Station and the [illegible]

She changed her name, [illegible] where she was Betty [illegible] from Moran of Boston, [illegible]

"The Pink Church." Clatsop Plains

"Temple of the Golden Tooth." Ceylon

"Golden Pavilion." Japan

For Sale: One Rock, Lighthouse Attached

CAPITAL JOURNAL Salem, Oregon, Thursday Mar 25 1965 Sec. 4, Page 3

By GENE MAUDLIN
Capital Journal City Editor

The water around it rises and falls [illegible] ously breaking the spell on occasions by [illegible] for a rock through the windows above [illegible]

[illegible] possible to ram weather by small boat [illegible] [illegible] there you walk carefully to avoid slipping on it.

[illegible] to a group of 50 or 51 or 54 depending [illegible] who's counting—Las Vegas businessmen [illegible] [illegible] Later it was a [illegible]

Lighthouse standing 38 feet high, 258 feet [illegible] [illegible] Terrible Tilly—one of the [illegible] [illegible] in the Pacific.

MOST DISREPUTABLE

[illegible] But sometimes even that wasn't enough. The lighthouse is practically inaccessible nine [illegible]

[illegible] Academic Economic Coordinators [illegible] Inc. Las Vegas, Nev. [illegible] one gentleman reported to the late Congressman Walter [illegible] blast as being nonexistent as far as the Nevada secretary of state's corporation records were concerned.

Academic Economic Coordinators was identified by its secretary, Richard D. Chase, a Las Vegas contractor as a group of 34 Las Vegas businessmen who combined to form AEC just to buy the island. One of the directors, Frank Rogers, an officer in Las Vegas electrical and engineering business, said he thought it was $1.

Actually more people got in on this than we originally planned. Somebody would say, 'You want to buy an interest in a lighthouse' and it got spread around," Rogers said.

The Oregonian said it was 50 Las Vegas businessmen.

How many it ever was, or is, they paid $7,500 for the rock. General Services said the bids ranged down to $2. Academic Economic Coordinators paid in full effective Sept. 24 [illegible] order to the General Services Administration office in Auburn, Wash.

GSA headquarters in Washington, D.C. said it was sold on Oct. 14, 1959.

It is an mystery that federal paperwork doesn't agree. And not much of a mystery that Academic Economic Coordinators officials can't remember offhand how many people own stock in their corporation.

SO WHAT'S NEXT?

But you run into a whodunit or who didn't when you talk to Academic Coordinators officials check the anagrams, and maybe your horoscope.

What, our reporters asked, will become of the rock and lighthouse?

Chase: "It's classified information," but the group has "big plans." Academic Economic Coordinators may make use of Tillamook Rock within 90 days. Maybe we'll set up a helicopter service, he was quoted as saying.

How about the anagrams Mr. Chase? Many of the people who hold a share in the rock are involved in atomic energy projects. And there are those initials A.E.C. stands for Academic Economic Coordinators—and also for Atomic Energy Commission. One phone number you call to get in touch with Rogers answers sweetly: "Atomic Energy Commission." And the sweet voice gives you Roger's private number [illegible]

Any tie-up there Mr. Chase?

No, he said. Atomic tests are not going to [illegible] be conducted on the rock. It was bought for research purposes.

That was in late 1959.

A few days ago [illegible] the opportunity to use the rock has gone by us." Four years [illegible]

[illegible] amusing moments about the purchase by AEC [illegible]

Meriden Tillamook Rock [illegible] Tillamook counties and it's 6-5 you pick 'em that the response will be something like "I [illegible] that where [illegible] to put that fancy gambling casino."

NO GAMBLING, THEY SAY

A gambling casino wouldn't square, however with the announcement that the reef would be used for research purposes. Those odds we already know. AEC has had several hances over the last five years to deny that that was the intent. The denial was regularly issued.

We weren't going to do anything objectionable," Rogers said. "But there was a garden club or something up there that was upset with us for acquiring it.

AEC announced a few weeks ago that it wants to sell Tillamook Rock to somebody else, because the prospect the executives had in mind didn't develop." The knew that much [illegible] getting around to calling [illegible] bids. Presumably the offers will range down to $2.

But Clatsop County Assessor Dave Dickson said the rock is worth $5,000. It's assessed for that much.

How did you assess it?" we asked.

How do you suppose?" he answered. That need that much, didn't they.

The tax bill last year was $60.90. AEC has been paying it although Dickson said, "we [illegible] an argument that first year about whether it was taxable."

Terrible Tilly is an island, but it's within the 3-mile limit. That's why Dickson figures he could tax it. And when the state sold it to the federal government Aug. 30, 1879, the deed said this, in part: "... saving and reserving in the state concurrent jurisdiction [illegible]

DID THE STATE OWN IT?

So it appears that Tillamook Rock couldn't be the home of a "Reno gambling casino," because Oregon doesn't permit that sort of thing.

Anyone who wanted to speculate could reason that the state couldn't retain concurrent jurisdiction because the state never owned the rock in the first place. State Land Board Clerk Dale Mallicoat said the history of ownership is foggy. On what grounds, he asks, did the state assume it had authority to convey the rock in the first place?"

So if the state never did have jurisdiction it may not now, and since the federal government has conveyed title [illegible] put a condominium on the rock and run rather like a new nation." And issue stamps.

[illegible] A logical assumption is that the police would raid first and ask questions later. Result: there is the problem of transporting gambling equipment to the island. Interstate transportation [illegible] would [illegible] with it the [illegible]

And with all those rocks flying about, Terrible Tilly seems to be an unlikely setting for a blackjack game.

[illegible] Rogers said AEC has received eight inquiries from prospective purchasers. But nothing has been done and the corporate members aren't in any particular hurry.

Besides, Rogers said, "Our members have difficulty in ever being in Las Vegas at the same time.

NEGOTIATE A SALE

Sometime this summer representatives of AEC expect to come to Oregon to negotiate a sale with somebody.

We hope there's some way that Oregon will be able to acquire it. Maybe the [illegible] would want to enter into some kind of salvage agreement," he said.

The corporation's members hope to get more than $5,000 from salvage of some of the items on the rock, such as generators, tanks and cable. But AEC has spent more than that, since several members have made trips in connection with the purchase and inspection of the rock.

We don't want to profiteer on it however," Rogers said. "We just want to get out.

Rogers added that one of the places AEC representatives would visit would be the State Parks Division of the Oregon State Highway Department.

Heck yes, we'd be interested," said State Parks Director Dave Talbot. "We're very interested in the coastline which must be obvious.

But he isn't sure just how much of an asset Tillamook Rock would be in the parks system. It would have, he said, "scenic value," but there's some question about how much that's worth in dollars.

The door isn't closed on anybody who's interested however. You could try P.O. Box 59, Las Vegas, which puts you in contact with Chase, who is pleasant on the telephone but who doesn't necessarily answer all his mail.

Maybe you could form a group. Ask your friends if they "Want to buy an interest in a lightbouse"

For research purposes." Naturally

Loneliest lighthouse up for grabs once again

FIVE LITTLE out-of-state visitors inspect Clatsop Rose, brought to Astoria by an early pioneer. From left, Cath[illegible] ... and Bowling, mother of Captain George Flavel's wife. [illegible] ... to the Flavel House, who [illegible]

Worth noting: Clatsop festival dated

By BARBARA JORDAN
of The Oregonian staff

A Victorian Arts Festival and Silver Tea will overflow into the Clatsop County Historical Museum's garden and surrounding streets [illegible] Aug. 27, [illegible] p.m. The [illegible] tion of old machines is [illegible] station.

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Since announcing the intention to sell, Rogers said AEC has received eight inquiries from prospective purchasers. But nothing has been done and the corporate members aren't in any particular hurry.

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NEGOTIATE A SALE

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The corporation's members hope to get "... re than $5,600 from salvage of some of the items on the rock, such as generators, tanks and cable. But AEC has spent more than that, since several members have made trips in connection with the purchase and inspection of the rock.

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Am [illegible] there Mr. Ch[illegible]

No, he said Atomic tests are not going to

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So if the state never did have jurisdiction

Oldest Business House, Astoria

Marsh's Museum - Long Beach, Wash.

Betty Morrison Moran

Wonderful Watercolors

By Ted Stokes

A trip around the world, in water color scenes, is in store for the visitor to the Astor library. Forty multicolor originals by local artist Betty Morrison Moran beckon the traveller from country to country.

The countries you visit in this Astoria display are Japan, India, Ceylon, Italy, Yugoslavia, Spain, and the Canary Islands. The journey took Mrs. Moran about two years but the visitor to the Flag room could spend two hours, two days, two weeks or more viewing this display. The watercolors will be removed on Sept. 30.

Each watercolor scene is pegged by an attractive hand painted card, which reveals a thumbnail history.

Betty Moran made the round-the-world tour via a ship from Yugoslavia. This nation is said to be a favorite country for this Astoria artist.

In Japan, she was busy doing watercolor sketches in both Kyoto and Kamakura. Scenes of Yokohama are also on her list. The subjects of her art work here were temples and shrines.

For India, she again painted temples and historic shrines. She blended the past with the present using many colors of the rainbow. Included in her Astor library collection are watercolors of the Ajanta caves, 29 caves carved out by slaves, who left pillars, walls, and ceilings telling the life of Buddha.

In Ceylon, Kandy in particular, Mrs. Moran has captured in depth for her sheets this island of tea, rice, rubber, and elephants. This passing pageantry includes one watercolor of a temple. This is the Temple of the Golden Tooth. It is a colorful structure which is said to house one of Buddha's teeth.

In Italy, a favorite stop was Florence. There are several scenes from this beautiful city in the north. Taking the highlight here are churches, public areas and street scenes.

Yugoslavia, holds a strong attraction for Mrs. Moran. She made extensive tours of this land of Marco Polo. Included in her paintings of this nation are a Roman temple, a church, several street scenes. Dubrovnik, a seaport, is well represented in her collection.

Mrs. Moran spent considerable time in Spain. She made many paintings here that spotlighted life in Spain: shrines, churches, city squares and balconies.

One of the largest groups of paintings on display, accents life in the out-of-the-way Canary Islands, which belong to Spain. The island of Tenerife is only about 90 miles from the African coast. Sometimes sand blows across the Atlantic ocean to the Canary Islands.

Mrs. Moran has painted buildings, market places, fountains and historic structures here. Visitors will be impressed with a scene inside a bank. Of interest is the painting of a park bench, an advertising bench in many colors. The bench is covered with tile blocks advertising products for sale on the island. One block is faded tile advertises For Sale, Buick car 1908. There are many garden scenes in the collection here.

Before and after her trip she did many watercolors on the Lower Columbia area. This included: Saddle Mountain, Astoria bridge, and old P. L. Visit structure, Chinese Temple in town, and the colorful Marsh's Museum in Long Beach, Washington. Also for the visitor are paintings of the abandoned Point Adams Coast Guard Station and the Clatsop Plains church.

On her journey around the world she changed her name. Brought up in Seattle, Washington, where she was Betty McCrea, she met fellow passenger Jim Moran of Boston, Mass., and married him.

Betty said that it is the story behind [illegible] holds her interest in art history. She [illegible] knowledge of the culture of foreign [illegible] that she has painted in one form or another since she was five or six years old. "My mother was a powerful artistic influence, too," she said.

Mrs. Moran, after completing high school, took private lessons in art. Later she attended the University of Washington for a year. Next she made her way to San Francisco and the Fine Art School there.

Included in her early training was instruction in model sketches, conceptual drawing practice and work in architectural techniques. This included ship design drawing.

Later she went to study for a year at Plastic Technical Institute in California. Here she researched [illegible] ing techniques with plexiglas.

In Chicago she took further training in advanced studies in art that she had been following. [illegible] studied the work of famous watercolorists.

She once taught art in an Oregon high school. The [illegible] authorities brought pressure on her to teach according to a fixed plan in an uninspiring manner. She refused to teach in a parrot manner.

There is a lot of "spark" in Mrs. Moran. More recently, she tried to do some changing in the Canary Islands. She campaigned against the replacing of historic bulbous street lamps, which had turned purple with age. "It made me sick to see those beautiful street lights destroyed," she stated, "and then they put up these horrible aluminum posts with florescent lights. I put up such a fuss they even put me in the paper. But I did not save the old lights."

There is a news write-up about Betty and her art work in the Canary Islands Sun. This paper is also on display. Hidden Treasures, Betty Morrison, a U.S. Artist, Dracon - Tenerife.

Opposite the write-up in the Sun (Tenerife) there is an interesting advertisement. Before Leaving the Canary Islands, Taste the Delicious Liquor COBANA and you will take with you a pleasant memories.

Betty said to your Penny Packer reporter: "I regret that I've sold so many of the paintings that I really liked. It is hard to give up what you feel inside . . . to a stranger.

Visit the Astor library before Sept. 30 for the last to around the world in watercolors.

The Pink Church - Clatsop Plains

"Temple of the Golden Tooth," Ceylon

"Golden Pavilion," Japan

Presented to Museum

A 200-year-old clock from Astoria's sister city, Walldorf, Germany, has been presented by Mayor and Mrs. Harry Steinbock to the Clatsop County Historical Museum. The Steinbocks received the clock from museum officials in Walldorf last year, when they and other Astorians attended Walldorf's 1,200 anniversary celebration. Capt. Harvey Schroeder, left, and Mrs. Ira Miller, of the Clatsop County Historical Society received the clock, which was assembled in Astoria by jeweler Forrest Anderson (between Mrs. Miller and Steinbock). Walldorf was the birthplace of the John Jacob Astor whom Astoria was named. Also given by the Steinbocks to the museum was a copy of a stone oven door of a type used in Germany in the 1600s (right).

Elsie Stangland

An Astoria resident for more than 60 years, Elsie Stangland, 84 of 1720 Irving Ave., died Wednesday at her home. She had been living there with her son, Arthur Stangland, for four years.

The daughter of James and Sarah Ann Bowden Webster she was born Aug. 14, 1887, at Healsville, Victoria, Australia. She received her schooling there and then went to work in a boarding house in Melbourne. While working in Melbourne she met Charles Stangland, who was on tour with his sports movie, "Battling Nelson." They were married in Melbourne Aug. 20, 1906.

In 1907, they returned to the United States where they settled in Astoria and had since lived. In the early 1920's she went to work as a clerk in the Western Union office. In later years she became interested in writing and wrote and sold an article that appeared in "Psychology" magazine. Following World War II she sold an article that was published in "Fate" magazine.

In the 1960's she joined the Pacific Art Guild, where she worked for several years. She then joined the Clatsop County Historical Society in 1957 and was an active member for 14 years. She served on the Placement Committee in the Flavel Mansion. Clatsop Historical Museum and worked extensively on preparing exhibits for effective display.

Stangland died in Astoria Feb. 7, 1968. He was an electrical contractor.

Surviving is her son, Arthur Stangland, Astoria, a granddaughter, Mrs. (Bhagwati Saradeli) Poddar, Youngstown, Ohio; three grandsons, Jeffry Stangland, Eugene, Christopher Stangland, Los Angeles, and Thomas Stangland, Astoria, and two great-grandchildren.

Details regarding funeral services, which will be 10:30 a.m. Saturday are being announced by Hughes-Ransom Mortuary, Astoria. Contributions may be made to the Heart Fund, for which cards are available at the mortuary.

ELSIE STANGLAND
Services for Elsie Stangland [illegible] will be held Saturday [illegible] from the Hughes-Ransom [illegible] Astoria at [illegible] p.m. Rev. [illegible] Baptist [illegible] officiating. [illegible] Mortuary [illegible] Astoria. [illegible] Contributions [illegible] made to the Heart Fund, for which cards are available at the mortuary.

Historians Want Camp Marked

[illegible] where Lewis and Clark [illegible] briefly on their westward [illegible] could become a national historical monument.

The Clatsop County Historical Society after passing a resolution on the matter appointed a committee of four Wednesday night to examine this possibility. The resolution was sponsored by Knappa lodger Herbert Zaik and Columbia River Maritime Museum curator Michael Naab who joined the organization Wednesday and by Mary Louise Flavel a longtime member.

The three sponsors would have liked Mr. Flavel's motion for study to carry with it the implicit understanding that the Society would oppose any construction on the site while the committee is studying it. But President Chairman Mark Miller rejected that idea.

The committee members studying the area will be Naab Zaik Florence Flavel Methvin Forrester, publisher of The Daily Astorian and Dr. Edward Harvey, a member of the Lewis and Clark Committee. Neither Harvey nor Forrester was present to accept or decline the committee appointment.

Before the Society's action Zaik showed a film of the Knappa Slough campsite area and said that Dave Talbot, superintendent of the Oregon State Parks was interested in helping designate the area a historical site but wants as historical aspects authenticated. Zaik said he and Harvey have the documentation and that this area is almost the only area left which is almost like exactly as it was when Lewis and Clark came through.

In other action two other residents joined the Society. Edith and George Morris.

— Kate Maiden

TWO LITTLE out-of-state visitors inspect Calico roses brought to Astoria by an early pioneer. From left, Cathy and Susan Wachman, daughters of Mr. and Mrs. Roy Wachman of Marion, Michigan, admire the roses brought by covered wagon from St. Joe, Mo., by Mrs. Conrad Bowling, mother of Captain George Flavel's wife, Mrs. Bowling planted the roses by her home at the corner of 8th and Exchange, and later moved them to the Flavel home, where they are now cared for by the Historical Society.

AMONG attractions of museum is this skull of Comcomly of Flathead Ch nook Ind an tr be

Flathead sign of royalty

Skull of Comcomly treasured by museum

Aug 5 1940

BY FRANK STERRETT

MANY PEOPLE ask me what I do for a living. Unless I get a real big kick out of browsing around in historical museums. As a small boy I think I got started in the great Field Museum in Chicago.

It was in Chicago that I found a skull displayed on a white silk pillow, in a large glass enclosed case, in a room all to itself. There was a card in the case which stated, "This is a real from the

It was in the Chicago museum that I first saw a shrunken human head. It was a prize exhibit. Its owner had been killed in battle, and his head was shrunken by the Indians of the Amazon valley in South America. It was a gruesome thing, but it was interesting.

I have visited many museums since then, but I still consider the Chicago museum as one of the most interesting things I have ever seen anywhere. You may ask, what's so hot about an old Indian skull?

Well, it's not the skull itself that is so interesting, but the story behind it. It is the story of the famous peripatetic Dragon history of the Columbia river country.

Explorers known

[illegible] the items were three dogs, red for such things and other trinkets. A journal that they

[illegible] world, how could they do it? I decided I would get back there for me. I finally did, and I was not disappointed.

For there, for a moment, I knew was a man who had sat where I sat. I had read his very words. When I think of all the famous people that old Indian came in contact with, it makes me feel like he was one of the most famous men in history.

Well, you've got my son Jack interested in the late Prince Boris, to me. At the time, he was in charge of the Chicago Daily News office in Berlin. He was the man who got the idea for getting the skull returned to Astoria. He corresponded with Rear Admiral H. Hopkins of the Royal Naval Hospital and prevailed on him to ship it back to Oregon.

After the skull had arrived Mr. went and saw Shamakana, a tribal sachem, and got permission to keep it in the museum. At the time, Mr. Boris, [illegible] tony, voted Mr. Boris a society member of the Chinook tribe.

Mrs. Mary S. McIrvine, who became secretary after Bell's death, was kind enough to get Comcomly out of his case for me to photograph. She said: "If I break this thing, you will get hexed." Thank goodness she didn't.

One other thing which I got a kick out of is that after the good old Indian had his head was removed and sent to England. This happened on March 1, 1808 — 140 years ago. The skull remained on exhibit at the Royal Naval Hospital until 1892, then it was returned and donated to the museum at Astoria.

If you want to know why they sent that skull to England, I will tell you. Comcomly was a "Flathead Indian." It was the custom of the Chinook Indians to make flatheads out of their baby heads. The gods didn't get that treatment unless they were of royal blood, that is, being the daughter of a chief.

English curious

People in Europe were just as curious when they learned of a race of men that made no secret of the flatheaders in this country.

The way the flatheads got that way is that when the [illegible] was used in 1875 to a [illegible] over the road. The road was owned [illegible] and

[illegible] single horse and [illegible]	
[illegible]	
4 Horse Team	$1.00
Cattle Driven	25 Ea.
Sheep and Hogs	10c Each

[illegible] lays, and if so, were taking livestock [illegible] feds.

They have an all-wood bathtub which is somethin[illegible].

There is a great gun collection [illegible] and there is also a complete collection of the first washing machines which women then got [illegible].

The place is full of interesting items of the old days and if you visit Astoria you'll suggest you spend some time in the museum. I am sure you will find [illegible] worthwhile.

Flavel House...Site of the Victorian Arts Festival

Warm sun and a lovely garden...Left to right are: Sarah Jane White, Tamea Garcia, Maryln Stewart, and Wilma Sprute.

Knit Fashions in the Trophy Room of Flavel House Left to right. Versa Rydquist, Wilma Sprute, Linda McMacken.

A Preview.....

Pictured here are just a few of the many fashions that will be modeled at the "Victorian Arts Festival-Silver Tea," to be held at the Clatsop County Historical Museum, Sunday, August 30th from 1 P.M. to 6 P.M. in Astoria. One of the finest musical and entertainment afternoons has been prepared for this event and it's designed for the whole family. During these few hours, you'll be able to partake of the music and dancing, art displays, antique cars and a great many demonstrations of hand made articles from algans to wood carvings.

Next weeks edition of the Penny Packer will feature the entire program of events, but in brief you can expect to be entertained by Martha De Rosa, The Seatones of Seaside, Miss Clatsop County, Mary Craig, The Scandanavian Dancers and a host of others. The events for the day will be carried into the Garden in the Museum and on the street.

Knit fashions from Adelaine's of Astoria

In the Captains Room...Tricia Walters, Sarah Jane White.

The Garden of the Flavel House brings more knit fashions. Left to right: Versa Rydquist, Lynda Garner, Trishia Walters, and Linda McMacken.

Astors, Chinook Indians & Hatfield

John J. Astor Returns

This picture is Budget

When John Jacob Astor arrives in Astoria tonight with his wife Fiona it will have been 10 years since his last visit.

Then 14, John was here in 1961 with his parents and grandparents for Astoria's 150th anniversary celebration. In a historic picture John his father Gavin and grandfather Lord Hever posed with descendants of the Chinook Indians. The Chinooks lived at the mouth of the Columbia when the first John Jacob Astor landed men to establish a fur trading post on the site of what is now Astoria. The meeting took place along with then Gov. Mark Hatfield at the site of the Astor fort now commemorated by a marker at 15th and Exchange.

John Jacob Astor, the eighth member of the family to have the name was busy taking pictures of Astoria with his family. He and his wife were married last year and come to Astoria this week after visiting France Australia Hong Kong and Los Angeles.

A no-host dinner will be given in their honor Thursday night at the Astoria Country Club.

Astor, Mary Steinbock

Charles 'Lee' Wooden Dies at 92 Wednesday

Lee Wooden 92, prominent Jewell resident died in an area hospital Wednesday evening after being hospitalized for [illegible] weeks. Wooden who had been in several years of his adult life, had enjoyed good health until one month ago when he fell and broke his hip.

Wooden was born on the family homestead near Jewell Oct. 9 1879 the son of Robert M. and Eliza Jane Medley Wooden. He attended school in a one room log cabin completing the [illegible] to a sixth grade education by today's standards. After his brief education he worked on the homestead until [illegible] he went to Alaska for a salmon packing company during the years 1903 1905 and 1906. Trips to Alaska in those days took at least one month both going and returning. During 1904 he farmed part time and also ran compass for a timber cruiser. From 1906 to 1910 he farmed with his brother Ralph at Jewell. From 1910 to 1916 he was circulation manager for The Astoria Budget the forerunner of The Daily Astorian.

On Sept. 11, 1912 he was married to the former Laura J. [illegible]sholm at Astoria. Mrs. [illegible]sholm died in March 1952.

For three years he had an automobile dealership in Astoria called the Lower Columbia Auto Co. in the fall of 1918 he moved back to the farm at Jewell and has resided there since.

Surviving are three daughters, Mrs. James (Irene) Borders Jewell, Mrs. Franklin Norman Bryant, Milford, Mrs. Coen and Mrs. Donald (Marjorie) Kubik, Astoria; fourteen grandchildren, seven great-grandchildren, and a brother Ralph, living at Prosser Wash.

Wooden served on the Jewell school board for 27 years, [illegible] of the rural school [illegible] was active in getting Jewell High School built in 1925. He [illegible] was elected to the [illegible] Valley Electric [illegible] and served on its board [illegible] by Western Oregon Electric [illegible] Electric [illegible] was [illegible] Wooden was [illegible] Jewell [illegible] He was [illegible] Jewell [illegible] Mrs. [illegible] Mrs. [illegible] Mrs.

Daily Astorian

Promote Festivals

Pianist Martha Flemming, Morton, Wash., Concertina player Romila Kempf, Astoria, and Helen Fuller, Astoria, will appear on two television shows to advertise the Victorian Arts Festival and the Astoria Regatta, Aug. 24-27. Adelaine Sather, coordinator of the Victorian Arts Festival will also appear on the two shows scheduled for Monday, 1 p.m. on Channel 11, KTNT-TV, Tacoma, Wash., the "Don St. Thomas Show" and Friday, Aug. 18, 4 p.m., Channel 3, KVDO-TV, Salem, "Valley View."

Lord Jonn Jacob Astor Dies of Lung Ailment

CANNES, France (AP)—Lord Astor of Hever, a native of the United States who owned Britain's most influential newspaper for 44 years, died Monday night in a Riviera hospital. He was 85.

Informed sources said Astor died of a lung ailment after four days in the hospital. The owner of the Times of London from 1922 until he sold it to Lord Thomson in 1966, he had moved to France in 1962 so that at his death his share of the family holdings in America — over which he had no control — would not be subject to an 80 per cent British estate tax.

Lord Astor was born the fifth John Jacob Astor, a great great grandson of the German fur trader who founded the Astor fortune in America. His mother was former Mary Dahl Gr...ful of Philadelphia.

His father William W...ett Astor, moved to England ...n 1 J, his second son, ... ame the family member ... British citizens.

In 1958 Queen Elizabeth II elevated him to the peerage for his public services and his philanthropies. In 1959 he passed the chairmanship of the Times Publishing Co. to his eldest son Gavin, who now succeeds to his title.

Lord Astor survived by two other sons, Hugh and John. His wife, the youngest daughter of the fourth Earl of Minto, died in 1965. The late Nancy Lady Astor, the last-tongued American who was the first woman to sit in Parliament was the wife of his older brother.

Lord Astor, his wife Lady Irene Mc and Mrs Gavin Astor and their son John visited Astoria for a week in 1961. They stayed at the Bumble Bee Seafoods apartment above the company, a office at the foot of 9th Street.

The visit was the outgrowth of a trip to England by Don Sterling of the Oregon Journal, who met Lord Astor at the London Times and found him interested in some day visiting the town named for his ancestor.

Al Serlin's suggestion, the city of Astoria sent an invitation and the Astors responded.

The Astors spent a busy week here attending a dedication ceremony at a transportation memorial rock erected at Smith Point and unveiling of the replica of an Indian canoe at the Astoria Column. During a banquet in their honor at The J.J. Astor Hotel Lord Astor announced the gift of $100 000 to the city, a sum which enabled construction of the Astor Library.

Lord Astor never returned to Astoria but he and Mayor Harry Steinbock maintained a correspondence for years. Mr and Mrs. Gavin Astor and John have revisited Astoria since th...

Mayor Steinbock today wrote Lord Gavin Astor on behalf of the city government and citizens of Astoria expressing regret over Lord Astor's death and sympathy for the family.

LORD ASTOR
Dies in France

Astoria's Friendly Link With the Past Is Gone

The main personal link of many Astorians with the past was lost with the recent death of Charles Halderman who came to this city as a young man from Nebraska two years after the railroad came here.

He maintained his connections with the present by the pioneer way of making homemade life a visit. He talked about town and talked with many, many people about anything of interest. He was pleased with this community in which he maintained a beautiful Victorian home at 661 Bond Street in the most attractive condition. It is now as smart as the day it was built with fine taste.

His remaining in this community for seventy years was due as much as anything to the extraordinary business advice given by his famous uncle, Senator Charles Fulton of Astoria. In 1903, when Charley was secretary to his uncle in Washington D. C., the young man became keenly interested in a famous auto racer and builder who was after $300,000 to start building automobiles for the public. Sensible people thought it was a goofy idea.

The young man had $1,000 to invest in the Ford Motor Company. Since he was secretary to a United States senator, it was proper to mention that business deal to his ex-lover and uncle.

"Don't, it was your money."

"I can't," the senator advised the young man. The nephew ignored telling this story without bitterness. In fact there was no sour side to this Mr. ... even to the Franklin D. Roosevelt days which cost him the postmaster's job here.

Halderman belonged to the pioneer political tradition which did not call for crying when a change moved in. Any Democrat could talk with him, a trait that other Republican Astoria pioneers were known for, also.

It wasn't easy to see the pioneer in him, but it was there, strong. He was the last Astorian to take up law like 1 month-ply studying in the office of a lawyer. Halderman never went to a law school.

His professor was, however, a mighty good one, Astoria's C. C. Fulton, another uncle and founder of the senator, who also was a local lawyer. A tiled urely was the late notable Astoria physician, Dr. J. A. Fulton.

Still another uncle was a congressman from Nebraska. How this uncle got to be a Democrat is a mystery to those who knew the solid Republicanism of the Fulton clan. Halderman liked his old party as he did his old home and wanted both to stand out well in the community. This notion belonged to the past when community meant much to great citizens.

One of the community loving elements that he left has the look of respectability that he cherished in a pioneer way for the solid and attractive. He was the leading founder of the Astoria Country Club and its president for fourteen years. It was not closed to Democrats because ... On every one ... ... along with the dues ... as what he needed him. He ... ... became agreeable to ...

The postmastership offered him an opportunity to get this community a new federal building. This achievement turned out to be more difficult than expected. The Depression came on and the post office contractor went broke and it was a wonder that the bonding company arrived.

Halderman was never irked by mean Democrats complaining that he allowed Andrew Mellon, the Aluminum king, who was President Hoover's secretary of commerce, to hang aluminum doors in the post office. They were long hard to open.

Halderman was for years in the wool and feed business here — another pursuit at which he maintained pioneer neighborliness. He didn't get angry at housewives complaining that he sold wet wood. He listened like a good man and made things right. His legal practice, started in 1933 after the Democrats took his job, was conducted in a nice pioneer manner, friendly as receiving visitors.

He is survived by a daughter, Anne, an Astoria teacher, and a son, John, ...al researcher at Duke University, ... with the State Department where he served in number six assignments on legal matters which later Republicans got this country into.

"PACKER" Page 4, July 9, 1970

The Legend Of Indian George

A man of mystery; yet known to those he 'chose', for his many skilled and daring deeds in their behalf.

by Ted Stokes

Indian George Duncan came to Clatsop County in 1877. The area of Olney, about 15 miles north-east of Seaside, was his camping grounds. There was never a dull moment after his arrival.

Happy-go-lucky Indian George (1837-1886) came into the community of Olney homesteaders with a dozen hound dogs for companions. Nobody knew where he came from. Mystery surrounded this full-blooded Indian. George age about 40, was not a local Redman (Clatsop or Chinook).

One aspect of his identity was startling he was well educated. He could read, write, and do arithmetic.

His attire was overalls or shabby trousers and shirts ...lour sacks. Nothing fit. His hair was messy ...ed brunette had far serving eyes.

...newcomer found an old abandoned homestead cabin and moved in. He hunted elk and deer. In 1906 Alex Normand, age 81 said that as a small boy he knowned ... George. The Indian taught him and the other boys of the hills and valleys of Olney, the wonders of woodcraft.

...Wier George got acquainted with almost every ... ... names of Olney, Wallowski, Tucker Creek and Lewis and Clark. He obtained a flatbottom boat and explored the ... as far up as Young's River Falls. It was said ...

The late Mrs. August Hildebrand Astoria, said that ... he lived ... Wallowski as a young girl Indian ... ...n dash into the farm of her parents and ...

Tom, local Johnny Appleseed never did any harm to ... In fact he was actually an asset. He helped ... settlers build their cabins and cut trails through ... ...

Beside Delaura Beach Road

Monument Marks Site Where Japanese Shell Landed in World War II

blueprints of

Next night the I-25 commanded ed to Fort Stevens. Meiji Tagami, of the Imperial Japanese Navy, selected Fort Stevens as a strategic mark, to Lt. Lanry Kemp, Concord Cal., who has done much re follows:

"The first shot was like an earthquake. Lt. Conde Tagami thought the fort suffered a U. S. submarine had electric shock to the crew. no the deck, hugging each oth

other reports say the sub er one crew member hug- Col. C. S. Dunev stood by at the ged me and my face was sore guns, but did not fire back from the scratching of his un shaven face."

Tagami said the sub fired 18 shells in 15 minutes, aboard the vessel which consistently missed its harbor, and sailed to deeper water and submerged.

Meanwhile the garrison of Fort Stevens commanded by following attack force.

I-25 carried a 5.5 inch deck gun Battery Russell at Fort Stevens was armed with two 16-inch rifled guns on disappearing carriages.

I-25, built in Kobe at Mitsubishi Shipyards, was launched for the purpose of locating the Oct. 15, 1941. It was sunk by U. S. action off Samoa in Dec. 1943.

Clatsop Monument Marks Spot Of Japanese Shelling In 1942

By RUSSELL DARK
Commander The Oregonian

ASTORIA (Special) — An American shrine has been dedicated near the spot where an enemy shell exploded 28 years ago, the first attack on U.S. soil since the war of 1812.

It was shortly after 11 p.m. on June 21, 1942, that the Japanese submarine I-25 lobbed 17 rounds of high explosive in the general direction of Ft. Stevens. All of the shells from the 5.5 millimeter deck gun exploded harmlessly in the dunes and forested area around the fort.

"Despite the troubled world

armed us, the fact that we of Ft. Stevens first set began ring in 1964 until the night fa mark this spot while maintain ing friendly relations with Ja- Com. Meiji Tagami ordered pan shows that the world is his men to shell the shore in no longer 'one of age,' " said Rep. stallations along Clatsop spit Wyatt in presenting at the mouth of the Columbia a granite marker to the people river.

of Clatsop county last week. He recalled that he was just end. leaving Astoria at the time of

History Reviewed

Verne Stratton, chairman of Clatsop county commissioners, accepted the granite marker on behalf of county citizens.

Wyatt reviewed the history

the shelling, to leave from his FBI post in Seattle.

"I didn't see the explosions," Wyatt said.

Others in Astoria heard the explosions and saw flashes from the sub's deck gun.

The 10-inch rifles of Battery Russell and other defense weapons along the area did not return the shots as a result of a military command order which is characterized the subs' attack as an attempt to locate positions of the Ft. Stevens

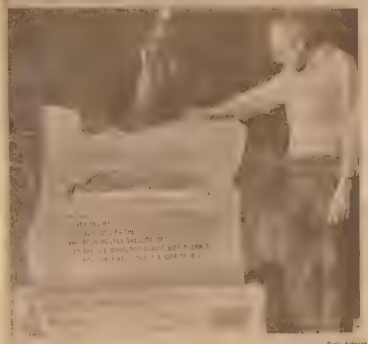
was sunk by U.S. ff Samoa in October

Introducing various ...ers during the Sunday ...ny was George Fuller, ...county

Posts of District 1 A. ...n Legion, massed colors ...s of the granite monument ...

Rep. Wyatt ... Music for the ... supplied by the Mustang Drum ... and Bugles Corps of ... a Keiser, under the d... o Rep. R...

GRANITE MARKER marks scene of shelling by Japanese submarine during World War II near Ft. Stevens. Carving on face of monument was done by Dick Thompson, Astoria stone mason.



Beach Shelling Site Marked

This marker beside DeLaura Beach Road stands on the site where a Japanese cannon shell landed during World War II. Beside marker is Dick Thompson of Astoria who prepared the granite monument. (See Story Page B.

Japan Shelled Clatsop

June 20 1974

A gray granite marker now stands beside DeLaura Beach Road, 100 yards west of the Ridge Road (Ft. Stevens Park Road) intersection, marking the spot where one of 17 or 18 Japanese cannon shells fell early in World War II.

The marker, prepared for the Clatsop County Historical Advisory Council by Dick Thompson Astoria mason, carries a carved scale replica of the Japanese submarine I-25 which bombarded Fort Stevens the night of June 21, 1942.

Eventually, it is hoped the site might become a national historical monument under the National Park Service as it marks the only foreign attack since War of 1812 on a military post in the continental U.S.

I-25 and I-26 twin Japanese submarines were on a cruise of the Eastern Pacific to attack U.S. shipping in the spring of 1942 with an additional assignment to bombard two safe targets they found on the coast.

I-26 had bombarded a light house at Point Estero on San Francisco coastal the night of June

Ft. Stevens was built by U.S. Army engineers in 1863 and was named for Gen. Isaac I. Stevens, first governor of Washington territory. It was declared surplus in 1947 and was leased to the state of Oregon for a park.

Meanwhile the garrison at Fort Stevens, commanded by Col. C. S. Dunev, stood by at the guns, but did not fire back. Coast artillery doctrine prescribed such lack of action in face of an attack by a single vessel, which eventually could be reconnoitering to draw fire for the purpose of locating gun positions.

I-25 carried a 5.5 inch deck gun Battery Russell at Fort Stevens was armed with two 16-inch rifled guns on disappearing carriages. The gun positions are open for viewing at the fully-closed Battery Russell which is now part of the state park system.

I-25, launched on Oct. 15, 1941, was sunk by U.S. action off Samoa in October, 1943.

Astoria Column Commands Columbia River

Astoria Column: Monument to History

The Astoria Column, towering high above the city and the Columbia River estuary, is one of the "must" sights for Northwest visitors. Every year people from all over drive up through the forests on Coxcomb Hill to see the historical scroll on the column walls and to enjoy the view.

The column was built in 1926 Great Northern Railway was provided finances for the tower supplemented by money contributed by Vincent Astor, one of the American descendants of John Jacob Astor who founded the Fort Astoria fur trading post in 1811.

The column was formally dedicated as the Astoria Column which is the correct name.

The concrete tower is 125 feet high. It stands on the peak of 825-foot Coxcomb Hill so that its tip rises 700 feet above the river.

The City of Astoria has built a park around the base of the column and has cleared away some of the surrounding ... an excellent view for those visitors who do ... to make the climb to the column's top.

... hollow with a spiral staircase of 166 steps ... the observation platform at the top.

... several years the custom has arisen of stringing ... colored lights from the column's top at Christmastime ... no other Northwest city has such a spectacular ... Christmas tree.

... column was designed by Electus D. Litrell of a ... firm in New York architect. His work was inspired by ... erected in Rome nearly 20 centuries ... Trajan.

June 22 - 1970

Museums Depict History

Some of the Northwest's early history is depicted in two museums located in Astoria, the oldest city west of the Rockies.

They are the Clatsop County Historical Museum and the Columbia River Maritime Museum.

The Historical Museum, located in a Victorian mansion built in the 1880's is an artifact in itself. It holds the historic items which contributed culturally and economically to the county, including a Chinese collection, Indian artifacts, old time clothing, room settings and much, much more.

Located at the corner of 8th and Duane, the stately edifice was built by Capt. George Flavel, and early - day bar pilot who also was involved in a number of other businesses. Following his death, the family donated the building to the county which in turn gave it to the Historical Society as a home for its museum.

The museum is maintained by the society with the assistance of a small contribution from the county.

The Maritime Museum has one of the largest collections of marine artifacts, paintings, ship parts and models. The museum is located at the corner of 16th and Exchange streets, partially in the lobby of the Columbia River and is surpassed by no other museum in artifacts which tell the maritime history of this great river. Most items have been donated.

The 65-year old Lightship No. 88, the prize of the collection, is moored at a dock at the foot of 17th Street, the site of a proposed new Waterfront Park for which a fund drive is now under way.

Purpose of the fund drive is to construct a building to preserve and display many of the large boats and other historic items which are too large and too heavy for the main museum building. Some of these items, which are now stored in various places in Clatsop County, are a submarine superstructure, a numerous historic Coast Guard and fishing boats, the famed Peter Iredale bowsprit, a walk-in lighthouse lens, another lighthouse, a marine engine collection historic Shark Rock, with carvings by surveyors of two early wrecks, large models and ship's gear.

Donors of $5 or more to the waterfront park will receive membership in the museum, donors of $10 or more will be named in a memorial honor roll in the museum entrance hallway. Contributions may be sent to the Columbia River Maritime Museum, Astoria, Oregon, 97103, or left at the museum.

Ceremony Was Held Sunday for Dedication of Shelling Marker

Wyatt to Seek National Designation of Shelling Site

Rep. Wendell Wyatt will work to see the site of the bombardment of Fort Stevens by a Japanese submarine in 1942 is designated as a national historical site, he said Sunday.

Wyatt was principal speaker at a brief ceremony dedicating a monument erected at the spot where one of 18 rounds fired by the deck gun of the sub-

marine I-25 dug a crater in the sand of Clatsop Palins.

Wyatt said he would use his position as member of the Interior Department appropriations subcommittee of the House to push the project and seek help of the other members of the Oregon delegation. "I think we will succeed."

Some 150 persons attended the half hour ceremony held along the DeLaura Beach road west of its junction with Ridge Road and some three miles south of Fort Stevens, presumed target of the I-25's 15-minute bombardment the night of June 21, 1942.

The ceremony was conducted by District 1, American Legion, Oregon Department George Wikstrom, district commander, attended along with representatives of 11 of the 16 Legion posts in the district—Astoria Warrenton, Seaside, King City, Tillamook, Tigard, Cannon Beach, Sherwood, Forest Grove, Clatskanie and —Hillsboro.

Wikstrom gave a check from the district to Dick Thompson, designer and maker of the stone marker erected at the site a few months ago, as payment for his effort. He also formally presented the marker to the Clatsop County commissioners.

George Fulten, of the county commission's historical advisory committee presided at the ceremony. The Mustang Drum and Bugle Corps of the Longview Legion district provided martial music. The Rev. Richard Sutton gave invocation and benediction.

Wyatt in his remarks noted that Japan today "is one of our allies ... ceremony today ... and for preserving important history," he said. "It is a sign we have come of age—that we can join hands with our former enemies."

He also felt that this sort of event helps to hold us together, in contrast to the divisiveness of which we see so much these days."

Historical significance of the Fort Stevens bombardment, Wyatt said, is because it is the only military post in mainland United States attacked by a foreign enemy since the War of 1812.

New Road Signs Up at Fort Clatsop

New road signs have been put up by the National Park Service for Fort Clatsop National Memorial. Above picture shows the sign marking the entrance road to the visitors' center and Fort Clatsop replica. From left are Superintendent C. L. Peterson, Sarah Bell and A. J. Turner of the park staff. Lower photo shows "Mileage 66" sign beside the new gravelled road leading into the visitors' center. Road will be paved next year for tourists' benefit

Past Meets Present Here in Clatsop County

REMEMBER TROLLINGER'S MILL

ASTORIA LOOKED LIKE THIS

TAKE ME OUT TO THE BALL GAME

Test Piling for Bridge Driven

First test piling for the first main piling of proposed Astoria-Megler bridge was driven into the Columbia river Wednesday, about 5 p.m., shown above is the Larsen Construction company barge with crane lowering the first piling [illegible] 16 inches was driven Thursday.

First Electric Lights In 1885 Forerunner of PP&L Service

1911 Photo Shows PP&L Astoria Office

Pacific Power and Light company's 58th anniversary adds historical interest to this 1911 photograph of the local PP&L office in Astoria part of original company system. Passing an office steps are J. Bruce Kinnaird, first Astoria district manager who later became PP&L purchasing agent and is now retired in Portland and three staff members. The stylishly attired women are from left: Miss Gertrude [illegible], chief clerk; Miss Flora Larsen and a Mrs. Smith (the two bookkeepers, fourth of the company), has been rapid since its establishment

Astoria's first electric lights were a Christmas present. They blazed for the first time to the wonder and amazement of the townspeople at 6:40 p.m., Christmas Eve 1885.

One glowing light installed in front of the office of the Daily Astorian attracted residents to an impromptu celebration. Eight others burned brightly at the same hour operated by Mayor Edgar J. C. Trollinger at the foot of 1st street, and a fifth was installed between Trollinger's office and his residence lighting up that portion of the city and planks usable at Fort Stevens, according to newspaper accounts.

All it was in nearly every small community, the first electricity in Astoria was a by-product of mill operation produced by a steam-powered generator at the Thomas gee mill.

An energetic man with love enterprise soon Trollinger continued to operate and expand Astoria's electric system until 1902 when it was acquired by the Astoria Electric company, founded that year to provide not only electric service but also the recently electrified street railway. S. Z. Mitchell later to be first chairman of the board of Pacific Power & Light Company, was one of the incorporators of Astoria Electric.

Demand Hard to Meet

A danger was a pioneer in electric service but both he and the early day community electric systems like Astoria Electric found that the growing demands of customers for clean economical service were beyond the resources of a local operation.

Pacific Power & Light, now a 58-year citizen of Astoria, was founded in 1910 to combine isolated community electric systems into an integrated network so the most reliable and lowest electric service could be provided.

When the new-born Pacific Power & Light company took over the Astoria Electric system in 1910 it inherited a primitive plant which could serve only a few hours a day. Cannon Beach, Warrenton, Hammond and Flavel. Today a new plant would schedule a power service.

Until November of the same year Astoria's power supply continued to be intimately related to the lumber industry which was the principal source of power for all necessary to meet the rapid expansion of electrical demand that was just beginning to mount toward its present proportions.

System Covers County

Pacific Power & Light extended its lines out from Astoria to Seaside, Gearhart, Warrenton, Hammond, Flavel, Clatsop, Svensen, Knappa, Brownsmead, Jeffers Garden, Olney, Westport, Clifton, Elsie, Jewell, Necanicum, Arch Cape, Cannon Beach, Nehalem, Wheeler, Manzanita, Rockaway, Tillamook, Bay City, Garibaldi, Beaver, Hebo, Cloverdale, Pacific City, Neskowin, Otis, Lincoln Beach, Depoe Bay, Newport, Waldport, Yachats, Florence, Reedsport, Gardiner, Scottsburg, Winchester, Roseburg, Sutherlin, Oakland, Yoncalla, Drain, Elkton, Umpqua, Sutherlin, Glide, Idleyld Park, Milo, Tiller, Canyonville, Riddle, Wolf Creek, Grants Pass, Merlin, Galice, Rogue River, Gold Hill, Eagle Point, Shady Cove, Butte Falls, Prospect, Trail, Medford, Central Point, Jacksonville, Phoenix, Talent, Ashland, Klamath Falls, Chiloquin, Bonanza, Merrill, Malin, Tulelake, Dorris, Yreka, Montague, Weed, Mount Shasta, Dunsmuir, Castella, Lakehead, Redding, Anderson, Cottonwood, Red Bluff, Corning, Orland, Willows, Williams, Arbuckle, Colusa, Maxwell, Princeton, Willow Creek, Eureka, Arcata, Blue Lake, Fortuna, Ferndale, Rio Dell, Scotia, Carlotta, Alton, Loleta, Hydesville, Carlotta, Alton, Loleta, Hydesville, Carlotta, Alton, Loleta, Hydesville

Lord Astor Gives $6,000 To Town Ancestor Gave His Name

By ELLIE COURTEOL
The Oregonian
ASTORIA (Special) —

Astor...
...for a Lions Club dinner in the John Jacob Astor Hotel to welcome his arrival for Astoria's ...
...estate, as a man with 'the magic touch that he is to succeed.'

Friendliness Noted

At moments in his talk the erect gray - mustached British peer was shy, his eyes cast down.

But he dominated his audience with a power to make them laugh and then to want to cry. He recalled how his great - great - grandfather sold musical instruments. "I don't ever remember selling a flute or a mouth organ," he smiled, using himself as a contrast.

Turning to sentiment, he spoke of the friendliness and hospitality Astorians have shown him and members of his family. "Are there any words stronger than these?" he asked.

The Astorians showed their appreciation of the Astor gift with a lone ovation after Lord Astor made the check presentation. He called it a token so Astoria won't forget the honorary members of this family.

Earlier, Mayor Harry M. Steinbock had presented citations to each member of the Astor family naming them honorary citizens of Astoria. In accepting the check, the Mayor said, "Having you here is far more than what money can do — but a sure bo...

Greets Each Guest

The money will be used for a worthy community cause.

After the ceremony Lord Astor and his family riding in two cars, drove through the downtown streets behind a police escort. Passing cars honked, businessmen appeared at their doorways to greet the visitors, and school children waved spontaneously.

The Astor party waved back at everyone ...

... didn't miss a "Welcome Lord Astor" sign on the marquee of the Sea Fare Restaurant, or their name on the John Jacob Astor Hotel.

Blond Wins Praise

Lord Astor and young John are both John Jacob Astor.

Most touching was a brief welcoming ceremony on the Columbia River in front of the Columbia River Packing As...

... son American Legion Post, smartly uniformed in white trousers, shirts and leggings and black scarves.

The boys played the Coast Guard marching song and ...

When the Saints Come March... You play within a lot of guidance to Queen Elizabeth ... ing to, presented young John Jolly great ... ance a lavender suit with matching coat, and a chiffon ... Jacob Astor with a plaque. Then, gazing out across the Columbia River at the Wash... the order ... Arlington side, she said to those ... personal her. What a wonder ...

As they marched off, Lady ... Astor asked to speak to their leader, Brian Chinn ...

"What a very smart com... you've got," Astor said who bears a striking resemblance to Queen Elizabeth ... husband ... Lady Astor wore a green ... blue hat ... trimmed with ... fur ... Astor asked him ... grey plaid coat and red-dish morning was the Boaster ... Chinn ... and her ... Hubbard and Seaside ... where ... David ... "It's a tremendous sort ... of an eye opener to see the way other people live, from ... David ... from Newcastle on Tyne, Northumberland ...

On the train from Portland ... young John, a handsome ... per boy" at Eton who is ... norma Holiday, took in the As... toria Police Chief's car driven ... Astoria City Manager Wil... dent Cunningham who sound... of the sirens in places where ... it wouldn't be noticed, it was ...

At the Seaside Aquarium ... the Crab Broiler Restaurant ... overlooking the Pacific Ocean ... the caravan stopped to greet ... David Rix ... an English ex... learner student who is attend... The Astor party drove to As... ing high school in Seaside ... eral questions about his stay ... in America's town commented ... Festivities planned for Wed... nesday will include the gen... erations of a memorial to Chief ... Coboway, the Indian who ... friended members of the party ... which founded Astoria ... as a ... trading post for John Jacob As... a Pacific Fur Company ... 1811.

The Chief's daughter, Ilchee... arrived Duncan McDonald ... one of the members of the ex... pedition ... as a partner in the ...

3d Astor rode ... ed Mrs Harry ... ... and Gavin and Lady Irene with George Abra...

THREE MALE MEMBERS of the Astor family, flanked by hosts from Astoria, sat for press conference in Portland before departing downriver for the Sesquicentennial celebration. From left, Mayor Harry M. Steinbock of Astoria, Colonel the Lord Astor of Hever, John Jacob Astor, 14, son of Gavin; Gavin Astor, George Abrahamsen, chairman of the Astor Sesquicentennial committee.

City Of Astoria Plans Widely Varied Programs

ASTORIA Special — Cele... Chief Concernally of the Cit... ration of Astoria's 150th ... ...ion ... ...on the ... ...niversary opened Tuesday with a Crescent ... a dinner at 6:30 p.m. in John ... John Jacob Astor Hotel ...

Wednesday's schedule of ... ter Hotel with Gov. Mark H... events opens at 10:30 a.m. with ... field as main speaker ...

... ceration of a memorial to ... A tea is ... ded to ... 5 p.m. Wednesday in the C... Bridge ... ...nor ... Vivien Astor and Lord ...

... be dinner at 7 p.m. in the ... Fare Resta... rant at which ... ...ensu centennial committ... ...ake honor Baron John Jacob Astor of London.

Thursday a luncheon is ... scheduled at noon in the Astor ... Lord Astor may visit Astoria ... High School at 10:30 a.m. ... that day ...

Scenes of German City

Astoria, Oregon, Tuesday, February 19, 1963

Postcard photos sent from Walldorf, Baden, Germany, birthplace of John Jacob Astor 200 years ago, show a street scene (top photo) and monument to Astor. (Lower photo) Walldorf expressed interest in becoming the sist... Astoria.

Tour of City Climaxes Astor Visit

Walldorf Plans Fete

Astor's Birthplace Seeking Sister City Link With Astoria

Walldorf, Germany, where John ... comparable in or somewhat small... Jacob Astor was born 200 years ... ...ian Astoria is one ... next July wants to become ... Astoria's sister city.

Mayor Harry Steinbock told the ... city council Monday he has receiv... of this information from the US ... information agency which spon... sors the town affiliation program ... or sister city program under the ... U.S. cities become affiliated with ... sister abroad and exchange gifts ... and amenities.

Walldorf, located in Baden ... a few miles east of the Rhine and ... a few miles south of Heidelberg. ... It is a tourist center with many ... hotels and guest homes.

On July 12-22 this year the city ... will hold a big celebration in ob... servance of the 200th anniversary ... of Astor's birth, which occurred ... July 17, 1763. Its city officials al...

The city council indicated a fa... reptive attitude to the idea of ... town-to-town affiliation Monday ... night but postponed any formal ... action to give people here time to ... express public opinion on the idea ...

1792 1805-1806 1811
1926

The Mayor, in behalf of the City of Astoria and the members of the

Astoria Founders Celebration Committee

unite with the members of the Columbia Historical Expedition in announcing the early completion of the

Astoria Column

erected through the generosity of Vincent Astor at the apex of Coxcomb hill in Astor Park, Astoria, Oregon

Commemorating

the discovery of the Columbia River in 1792 by Captain Robert Gray in the ship Columbia

Exploration of the Columbia River down by Lewis and Clark in 1805-1806

John Jacob Astor, founder of Astoria in 1811

and extend to you a most cordial invitation to participate in the

Astoria Founders Celebration

July 20-22, 1926

and the dedication of the monument which will take place at eleven o'clock, July 22nd

ASTORIA FOUNDERS CELEBRATION,
LEO B. MEERICK, Secretary — O. B. SETTERS, Mayor, Chairman

ASTORIA COLUMN

Saved by Mrs. Johanna Bethman Rt 4-Box 402 - Hood River Oregon

Astorian / Budget June 18-1958

Bell Gets Official Word

Participation in Oregon's 1859 centennial celebrations by residents and business firms throughout Clatsop county was discussed at a June 4 state wide conference in Gov. Holmes' Salem office. Shown left to right, holding an artists' conception of the "development" basic motif of the 100-day Centennial Exposition and International Trade Fair—are Dorothy Bell, centennial chairman for Clatsop county, Governor Holmes; and Anthony Brandenthaler, centennial commission chairman. Committee of volunteer workers have now been formed in all of Oregon's 36 counties and most of the state's 314 cities. Their job: to organize the hundreds of tourist appealing centennial projects designed to attract visitors to the state during 1959.

Baron Astor Confirms Plans For Visit Of Party To Astoria

Col John Jacob Astor, Baron Astor of Hever has written Mayor Harry Steinbock confirming the schedule for his visit to Astoria during observance of the city's 108th anniversary on April 12, and as the mayor's request has sent photographs of himself and family as well as biographical material.

Baron and Lady Astor, their son Gavin and two of Gavin's children will be in the party. They arrive in Portland April 10, come to Astoria April 11 and remain two or three days before going on to Vancouver in California.

Lord Astor is one of Britain's most distinguished citizens.

He is 75 years old, graduate of Eton college and veteran of World War I where he was twice wounded and is chief proprietor of the London Times publishing company since 1922. He is a former member of Parliament, and has held various

On Polo Team

After graduation from Eton Lord Astor joined the Life Guards in 1906 and was aide de camp to the viceroy of India from 1911 to 1914, where he played on the polo team which won the championship of India in 1914.

Lord Astor served in the war from 1914 to 1918 and was wounded twice.

In 1922 he became member of Parliament for Dover and served until 1945.

Also in 1922 he became chief proprietor of the Times Publishing company and in 1928 became president of the Commonwealth Press Union.

Lord Astor has been a director of Phoenix Assurance Company since 1931 and was board chairman 1952-1958 and has been a director of Barclays Bank Dominion Bank and Great Eastern Railway. He has served on numerous county councils and been president of various clubs—Press club, Newspaper Press Fund, Royal Canadian British Legion and othe

Castle Historic

Lord Astor has honorary degrees from London university McGill university in Canada and Perth university in Western Australia.

He was married to Violet Mary Elizabeth Nancy Leeper, the fourth daughter of the fourth, Earl of Mount Edgcumbe, and widow of Major Lord Charles Alexander Nanney, in 1916, and they have three sons.

Lord Astor's home, Hever Castle in Kent, once was the home of Anne Boleyn and there King Henry VIII courted her. Readers of English history may recall that Henry later had her head chopped off after she had become mother of Elizabeth who later was Queen Elizabeth I.

Lord Astor's phone number in London, Whitehall 4800 and his [illegible] you don't believe us just look up his name in the London telephone book that has just been published.

He lists both his London phone number and his Astoria phone number, FA 5-6311—which will be used during his stay here next month.

The address and phone number were entered in the telephone book by Manager Richard Jensen of the local phone company office just to [illegible]

Top photos are of Lord John Jacob Astor and Lady Astor and lower photo is of their son Gavin Astor. These three with two of Gavin's children will constitute the party of distinguished [illegible] who will visit

April 12 Lord Astor is expected to [illegible] the same name who explored the expedition that founded a fur trading post here bearing the name of [illegible]

THE DA

Many Events On Tap To Honor Astors On Visit To Astoria

Dinners, luncheons a couple of dedications and a tea are among the events being planned for the visit of Col John Jacob Astor and members of his family here April 11-12.

The Astoria Sesquicentennial committee officials host for the visit, met Tuesday to discuss details of the program now rapidly being org[illegible]

The Astor party o[illegible] and Lady Astor their son Gavin and Gavin's two children arrive 11 and Bridge 12 [illegible] a number of events for their honor.

[illegible] the Astor 12 dinners [illegible] party [illegible] Astor became [illegible] 1912 when the party [illegible] Astoria. Prior [illegible] a dinner [illegible] at the Astor [illegible] a dinner [illegible] Astoria [illegible] a press conference with Lord Astor will follow the arrival ceremony at the [illegible] Tuesday morning April 11, the visitors will be brought to Astoria in automobiles escorted outside the city by a police escort and be [illegible] motorcade [illegible] the business [illegible] a public [illegible] Astoria [illegible] a luncheon as [illegible] the [illegible] events for the Astoria [illegible]

The program will open with a [illegible] at 10 a.m. at Astor [illegible] dedication of [illegible] to [illegible] Lord Astor [illegible]

The members will be [illegible] at or [illegible] have [illegible] a street [illegible] also [illegible] established as a concrete [illegible] to officials want it [illegible] Astor Way.

The Club Astor [illegible] was scheduled to recognize the [illegible] the [illegible]

No chairman said Tuesday [illegible] several days since all [illegible] stand whether the skull [illegible] a chair or not. The skull is [illegible] ancestors to the monument [illegible]

The ceremonies at the column will be elaborate involving raising [illegible] the U.S. and British flags [illegible] bars on the high [illegible] band and [illegible] ceremonies [illegible] a [illegible] It be [illegible] Mayor Steinbock [illegible] has accepted an invitation to at

Public Luncheon Set

A public luncheon honoring Lord and Lady Astor is scheduled Wednesday noon in J. J. Astor hotel. Mayor Harry Steinbock will be master of ceremonies.

Women of the Presbyterian church will entertain Wednesday afternoon at a tea in the Charles W. Hallenbeck home at 5th and Bond from 2 to 5 p.m., honoring Lady Astor.

At 2:30 p.m. Wednesday a caravan of automobiles will be dedicated at Smith Point. Lord Astor will be invited to make the dedication.

The Sesquicentennial committee will entertain Lord Astor at a dinner at the Sea Fare restaurant Wednesday evening.

A luncheon Thursday noon with the Zonta, Kiwanians and chamber of commerce will be the final event of the Astor party visit. They will leave Thursday afternoon for a visit to California.

The Notary club which has its luncheon every Wednesday will be asked to sponsor the public luncheon Wednesday, noon honoring the Astors.

GRAND SLAM OF AMERICAN JOURNALISM

Pulitzer Prize! 1953 HEYWOOD Broun Award

THE OREGONIAN Vigilant Courageous in Public Interest

VOL. XCVIII—NO. 30,858 [illegible]

Hatfield Signs Centennial Bill

Anthony Brandenthaler (right), Centennial Commission chairman, and Gov. Mark Hatfield discuss centennial appropriations bill, $1,700,000, just signed by the governor.

The HOUSE, Salem (Spe[illegible]one it seems [illegible] Cal.—Gov. Mark Hatfield Mon[illegible] investment. Moreover, [illegible] day signed the $1,700,000 Cen[illegible] Jurdi, Educational a[illegible] tennial appropriation bill [illegible] leave among dentists for an [illegible] leaving the item for further [illegible]

Oregon's 100th birthday. [illegible]

Local items h[illegible]

A "In less than two weeks [illegible] Oregonians [illegible] 100th birthday closers [illegible] We can each assure the [illegible] citizens by sending [illegible] friends inviting them here [illegible] by serving hospitality as [illegible] we visit us. [illegible] Jaycees to the [illegible]

H. Commissioner and the [illegible] Joint Ways and Means Com[illegible] mittee agree that the outlay [illegible] for the Centennial will be [illegible] probably more than repaid [illegible] through admissions and [illegible] income. From that standpoint [illegible]

They were Anthony Br[illegible] Baker, Centennial [illegible] chairman; Mrs. Monroe Sweetland, Mrs. Ike, and John [illegible] members; Senate President Walter Pearson (D-Port[illegible]land); House speaker Robert Duncan (D-Klamath); Sen. Alb[illegible] Corbett (D-Portland); [illegible] Joint Ways and Means Committee; and Reps. Keith Cook (D-Eugene) and Ward [illegible] (D-Portland), members of the Ways and Means Com[illegible]

Betty McCrael Harrison
and
James Thomas Moran
were married
on Sunday, September fourteenth
nineteen hundred and sixty nine
at Our Lady of the Lake Church
Lake Oswego, Oregon
by
Reverend Joseph E. Vanderbeck
Reverend John A. Bright
Pastor of Grace Episcopal Church
Oswego, Oregon
participated in the ecumenical service

[illegible] March 1st 197[illegible]
[illegible] Oregon

The Oregonian

PORTLAND, OREGON, MONDAY, APRIL 20, 1959 CITY EDITION

Covered Wagons Start Westward Over Oregon Trail

Ex-President Harry Truman shook hand of Gordon (Tex) Serpa, wagonmaster, as covered wagon caravan left Independence, Mo., Sunday for trek over Oregon Trail to Independence, Ore., to celebrate Centennial.

One of the wagons of the Oregon caravan is shown as it left Independence Mo., Sunday. There were ... wagons loaded with Oregonians for the 100 day journey. The wagons moved at about speed a ...

THURSDAY, MARCH 5, 1959

Truman to Start Wagon Train Rolling From Missouri to Oregon April 19

Ex-President Harry S. Truman announced this week he would try to get the Oregon Centennial Wagon Train started April 19 from his home in Independence, Mo. Barbara Arnett Portland, is shown atop one of the horses that will pull train. Weaver (Pop) Clark, 67, ... headie one of six wagon teams during crossing.

Ex-President Harry S. Tru... since his home is in Independ... located and are prepared for a ... man said this week he lacked ... ence and the ex-president has a "journey journey." ... experience as a "bullwhip ... deep knowledge of American ... cracker" but nevertheless he ... history. ... will try to start the Oregon ... Centennial Wagon Train rol... are west out of Independence.

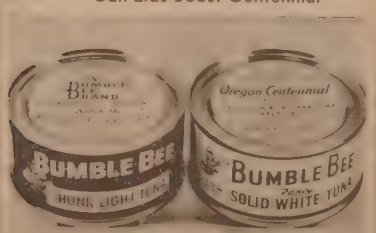
Wagons Built at Eugene

The ten covered wagon... each costing $1,850, were bu... at Eugene by Ben Barbara ... one of the few remaining wa... on builders in the Pacific ... Northwest. They will be hauled ... to Independence, Mo., without ... charge by the Union Pacific.

Gordon (Tex) Serpa, Ash... land, Ore., rancher and movie ... stunt rider, will act as wag... on master. He said many civic ... and business groups in Oregon ... are contributing to the wagon ... train fund.

Above is shown the Oregon caravan as it moved through a street in Independence, Mo. Wagon in lead has "On to Drain—Gateway to Oregon Coast" writ... ... on the canvas side. Route followed as closely ... be pass... old Oregon Trail. (Photos by Frank Serrett, The Oregonian.)

Can Lids Boost Centennial



...pecially designed can lids will carry ... Centennial announcements to millions ... owners of OPPA Bumble Bee ... nation. The lid shown ... ...ands, a unit the other for sale ... ...ers interest Bumble Bee ... ed. The ... ...ature is imprinted ...

BEN HOLLADAY -

This article written by Ted Stafford - Astoria

Western Transportation Tycoon

This 1st historical article, more to come -

Ben Holladay (1819-1887) was the most amazing character in Oregon History. Seaside's Holladay Avenue was named for him.

Holladay was Oregon's first great builder of railroads. One historian described him as "a giant-size man, a great land and sea admiral. He owned more stage lines, carried more mail, owned and controlled more steamships than any other Western man."

He was on board the vessel Golden Gate in 1862 when she caught fire and went to the bottom of the Pacific Ocean off Manzanillo, Mexico. The cargo was $3 million in gold treasure. Holladay's partner and all aboard were lost. Miraculously, Holladay saved himself.

An historical account said that he had a splendid physique and was stirring, harsh, uncompromising and destitute of fixed principles.

Yet, he was a great force in welding the East and the West in the latter part of the Nineteenth century. His Holladay House (1871-1917), located on the present site of the Seaside Golf Course, was the first resort in the Pacific Northwest.

Ben Holladay was born near Blue Lick, Ky., in October, 1819. As a young man he worked as a scout for various military units in the Ohio Valley and Elsewhere. He got his start in the business world by selling mules to the U.S. Army for use in the Mexican War (1846-48).

He came to California in 1852 and started a stage coach line and express service east and west. When the Civil War broke out in 1860, he had extended his lines to include one from St. Joseph, Mo. to Salt Lake, Utah.

In 1862, for some reason, he boarded the vessel Golden Gate bound for Panama with a cargo of $3 million in gold treasure. The gold was to be transhipped across Panama and then up the Atlantic coast by ship to New York.

However, the vessel mysteriously caught fire off Manzanillo and went to the bottom. His business partner was lost and all on board. By a streak of luck, Holladay reached out for a floating plank and hung on. With a rope he tied himself to this board and headed for the Mexican shore.

Several days later, half dead, a Mexican family found him on the beach, took him to their home and nursed him back to health. And all this in spite of the fact that he could not swim.

Ben Holladay (1819-1887)

Railroad Pioneer

With the railroad nearing California, Holladay saw that the usefulness of his Pony Express line was doomed. In 1866 he sold out to Wells Fargo. He is reported to have received $1,500,000 and some stock for the sale.

He was in Oregon in 1868 and became interested in the railroad activity. In August, 1866, he plunged into a railroad fight involving two factions that wanted a federal subsidy to build tracks along the Willamette River south of Portland.

The two factions were the Eastsiders (Salem faction) who were building on the east side of the Willamette, the Westsiders (Portland and McMinnville faction) who were building on the west side of the Willamette. He joined the Eastsiders. The Holladay group completed the 20-mile stretch first and won the subsidy. He bought out the Westsiders.

Later the line was extended to Roseburg. All in all Holladay built about 240 miles of track in Oregon. He tried to extend to California but ran into money problems (panic of 1873) and the "guests" of finance in that state - Huntington, Crocker, and Stanford.

One writer at this time described Holladay "Bold, cold, autocratic and deaf to the feelings of others....He was able to crush the opposite faction."

It was about this time that he bought a private yacht in Portland and started to entertain lavishly. A guest on board in that city said that "good old Ben" served the best liquor on his craft Oriflame.

The yacht had been made in China and brought to Portland in 1866. The guest said that the decks reeked with the smell of champagne.

During the heyday of this transportation tycoon he owned or controlled The Overland Stage Line, the Holladay Overland Mail & Express Co., U.P. Oregon and Mexican Steamship Co., North Pacific Transportation Co., Canal-Oregon RR Co., Oregon Central RR Co. and many others.

Holladay spent huge sums of money in an attempt to be elected U.S. senator but did not succeed. By 1869 he had mansions in Washington, D.C., on the Hudson River in New York, and in Portland, Oregon. And all this for a man who had lived one-third his life in log cabins, Indian villages and Army camps.

Empire Builder

Empire builder Holladay, semi-literate, energetic and adventuresome, had visions. To realize them he set up economic waves that he could not quite control. His full story may never be known. He was married twice his first wife bore seven children, his second wife had two children.

The Oregon coast near the mouth of the Columbia River had a fascination for him. He wanted to build a resort hotel. In 1871 he ordered a resort hotel to be built where Seaside is today.

He called the hotel in the raw wilderness "Seaside House" (Holladay House).

This huge L-shaped building, looking seaward to a cove, contained about 50 luxurious guest rooms, thickly-carpeted Victorian drawing rooms and parlors. There were bars, lounges, game rooms, and gambling alcoves. The dining hall served savory food.

In addition there were beautiful gardens, a 200, trout-stocked streams and a race track about a quarter-mile around. Holladay brought in his thoroughbreds for the guests to cheer.

A flag flew from the top of a pole, to be saluted by the firing of cannon aboard Holladay's steamers as they passed up and down the Pacific Coast.

Holladay entertained with a lavishness which was rare in the pioneer days of Oregon. He attracted well-to-do people from Portland and elsewhere. They came by steamers that docked in the meadows back of Astoria. Plush, private stagecoaches, manned by Negro footmen in silk and velvet, transported these visitors to the Seaside hotel over a road paved with clam shells.

Steaks and chickens were prepared and served to the incoming guests. Deer and elk could be seen from the windows of the hotel of luxury.

His life after 1873 was involved in law suits. His railroad bonds dropped in value. Many of the investors were Germans in Europe.

Holladay was rough and so were the times. He played a part in the development of the West. He died in a Portland hospital, July 8, 1887.

Today in Seaside, remains of the race track may still be seen in the contour of the golf course.

Site, Today, of Old Holladay House

18th U.S. President Liked Portland

By ELLEN STORKEN
Journal Special Writer

Gen. Ulysses S. Grant, 18th President of the United States, lived across the Columbia River at Vancouver 1852-53, but spent much time in Portland.

Grant was only a U.S. Army lieutenant at the time, with the 4th Infantry at Fort Vancouver. After he was transferred from Vancouver in Sept., 1852, he did not come back to visit in Oregon nine times. He was quoted as saying that he never dreamed Oregon would name a county after him.

He was born on April 27, 1822, in Ohio. In 1839 he entered West Point and excelled in horsemanship and was good in mathematics. In fact he once wrote, Mathematics was his chief charms for me.

"Grant hoped several times to be a professor of mathematics at some good college.

GRANT was graduated from West Point in 1843. His standing was 21st in a class of 39. This new infantry officer served in the Army in the Mexican War (1846-48). His list of military activities reads like a history of the war: Battles of Palo Alto, Resaca de la Palma and Monterrey. Later he fought at Vera Cruz, Cerro Gordo, Contreras, Churubusco, Molino del Rey and at Chapultepec.

After the Mexican War, Grant got routine Army life in Missouri, New York and Michigan. Grant married the sister of a West Point classmate and daughter of a judge in Missouri, Julia Dent, on Aug. 22, 1848.

Grant was assigned to Fort Vancouver on the Columbia River in 1852. His [illegible] family became of other life, remained in the Midwest.

GRANT was hosted by [illegible] Columbia [illegible] post. Grant dug a plot of ground [illegible] young officers he be[illegible] k. He [illegible] d the pay was "[illegible] or ices. Co[illegible]

In 1853 he was promoted to captain and transferred to Humbolt Bay, Calif. The trip was via boat to San Francisco and then by land to the new post.

On April 11, 1854, Grant resigned from the Army and then followed [illegible] his farm in [illegible] west. He tried [illegible] estate and blockmaking.

Next came the Civil War (1861-1865). On May 24, 1861, Grant asked the Army to take him back. "I could command a regiment," the War Office said. Later or was given [illegible] pointed him a brigadier general.

MUCH LATER, after [illegible] Grant became a hero and [illegible] a series of victories for the North, led by Grant. His most brilliant action was the capture of Vicksburg in 1863, which cleared the Mississippi River down to the sea and split the Confederacy in two. Lincoln at last had found a winning general. He placed Grant in supreme command of the Union Army in 1864. Grant and Lee signed terms at Appomattox on April 9, 1865.

Grant was made a full general in 1866, the first U.S. citizen after George Washington to hold that rank.

A national hero, Grant was elected president in 1868. He was reelected to another term.

Grant visited Oregon Oct. 13-17, 1879. This included visits to Astoria, Vancouver and Portland.

THE STEAMER St. Paul from San Francisco carrying the general and Mrs. Grant, their son Ulysses Jr., and official party arrived off the Columbia River bar at 5 a.m. on the morning of the 13 (Monday), and received the Tuman reception committee on the tug Escort from Astoria and a welcome from Astoria Mayor W. H. Parker. Cannons boomed the guns at Fort [illegible] and Fort Canby.

The St. Paul docked at Astoria at 8 a.m. The mayor welcomed the Grant party, and a platform in front of the Parker ho[illegible]

GRANT was hosted by [illegible] at Vancouver [illegible] houses and [illegible] Grant h[illegible] manor and the [illegible] home [illegible]

[illegible] May Alone [illegible] people stayed and fed us.

IN VANCOUVER at 5:45 p.m. there was a 21-gun salute from the 21st Infantry band — in front of a large body of troops.

Conquering Hero Comes
Two-hundred citizens of Vancouver stood by to welcome [illegible]

The next morning, Oct. 14 (Tuesday), the St. Paul, with her escort the Lurline, headed for Portland up the Willamette. There was a slight delay, for the St. Paul debated on the channel to pass the Lurline both forward and in so doing ran aground on Swan Island with the tug Escort on the end of the steamer City of Pueblo.

Portland Mayor D.P. Thompson gave a hearty welcome to the famous guests and party.

GEN. GRANT told Mayor Thompson that Mrs. Grant always was frightened on a sea and of riding a ship and going to the bottom. And then he told of the grounding on Swan Island. Grant turned to his wife and said "Julia, you ought to be satisfied now — we've gone to the bottom at [illegible] Then he went [illegible] and [illegible]

Mr. C[illegible] were guests at the Clarendon Hotel in Northwest Portland [illegible] and the Grant party [illegible] the parade from that vantage [illegible]

Although stated by the mayor [illegible] would [illegible] from a brigade [illegible] and Mexican war veteran Gen. Joseph Lane, [illegible] side in the parade with his fellow Mexican War veter[illegible]

[illegible] cades on Wednesday and Saturday. On Thursday, [illegible] official party returned to the boat from Portland on Oct. 17 (Friday) for [illegible]

[illegible] by the Legislature [illegible] and [illegible] on Nov. 6 [illegible] [illegible] visited that County [illegible]

GEN. GRANT [illegible]

[illegible] GRANT [illegible]

Love of Nautical Brought Klep Back to Boyhood Home

By JANE BAINER
Of The Daily Astorian

It was Rolf Klep's insatiable thirst for the nautical that lured him back to his boyhood land of the vast Pacific and the mighty Columbia after 27 years on the east coast, where he won distinction as one of the top technical illustrators in the nation.

And, six years later, he realized a dream-come-true with his home of the Columbia River Maritime Museum in 1962. Here he has voluntarily contributed his time and effort, once a week, to turn it into one of the meritorious maritime museums of the country.

It was in Portland in his very early childhood, that the magic of the waters first took hold of Klep. He walked the log rafts on the Willamette, watching sternwheelers, tramp steamers and great ships of sail.

Here also he made his first attempts at sea work using [illegible]

[illegible] per. With such a combination it was inevitable that he would one day gain national repute as a marine illustrator.

[illegible]

[illegible]

[illegible]

Museum Living Monument To Salty Columbia River Pilot

FINE PIECE of carpenter Gothic architecture was contributed to Astoria by Capt. George Flavel. Built in 1903 as Flavel mansion, house was deeded to Clatsop County by captain's grandson, Oliver Patterson, to become Clatsop County Historical Society Museum after death of last Flavel resident, Miss Nellie, in 1929.

By TED STOKES
Journal Special Writer

For nearly 40 years Flavel (1823-1902) was one of the most prominent mariners in shipping circles on the Pacific Coast. He was given the first branch Lower river license issued to a Columbia River pilot by the Territory of Oregon.

Born in New Jersey in

ship which was laden with merchandise for California. He sailed around Cape Horn.

In 1850 Flavel came to Astoria in the ship Gold Hunter. Later he bought the schooner California as a pilot craft to run in opposition to the Mary Taylor, then acting as a pilot boat. With his new pilotage license (1850), he started out to give better pilot service on the Columbia Bar and River. He wanted to be No. 1 in pilotage and towage.

HE COMMANDED the ferry and then the steamer between Portland and San Francisco. This was before and

bought the

Hallock and an interest in the ship Jane A. Falkenberg.

In the early 1850s he married Christina Doelling of nearby Young's River. She was a little girl of eight years when she came with her parents to the Astoria area in 1845.

By clever management, Flavel succeeded in ending the domination of the Mary Taylor and secured to control of the bar pilotage

Capt. Flavel's fame as a pilot was established by his heroism in connection with the wreck of the General Warren, a 309-ton sidewheel steamer built on Clatsop Spit. Jan. 29, 1852. He saved 10 lives although 42 were lost.

CAPT. GEORGE FLAVEL played major role in development of commercial shipping at mouth of Columbia River.

FLAVEL PILOTED the steamer G. W. Kaarren to sea after words had been received from Astoria on a pilot craft. Capt. Charles Thompson of the vessel then assumed command of his vessel, a storm came up and the captain signaled for a Flavel pilot craft to bring the General Warren back to Astoria. It was Jan. 29, 1852.

The same brig Flavel, the harbor until 3 p.m. on the following day. Jan. 29 the General Warren went on the bar. Flavel and the

brought not

of them to prevent the harbor against the

came threats and shaking fists. Even Capt. Thompson urged Flavel to proceed into the teeth of the

In desperation Flavel

all on board. I'll take you in. But I refuse to take any responsibility for what might happen." He added firmly, "We can be saved here."

THE GENERAL WARREN made little headway in the storm

AT ONCE a large whale boat and a fresh crew with provisions was obtained by

The following morning, Jan. 30, broke clear and calm. The beach was crowded in the hope of finding survivors. But only dead bodies floated in with the tide. One of them was Capt. Thompson. Sections of the ship were strewn along the sandy beach. A young man and woman were found on the beach, covered with seaweed, their hands still clasped in each other's.

This was the first steam vessel lost on the bar.

Capt. Flavel was presented a gold medal by the people of Portland for his part in the rescue.

In the mid-1850s Capt. Flavel established the record time of sailing from Astoria to San Francisco in

THESE WERE the days of high adventure on the river and waterfront. Stories were told later of sharp-headed sailors, dock fights and smuggled Chinese. During the Capt. Flavel heyday, legend has it that he never stood in certain the presence of serious sights along

In 1858, [illegible] became an prosperous in the [illegible] and Young's River and [illegible] operated much of the [illegible] sailors and [illegible] more time to his waterfront property holdings and timber land. From 1858 to 1869 he held a virtual monopoly over shipping in the Columbia River. His rates were high but he gave good service.

[illegible] dence in 1883, at the [illegible] of his career.

One of the outstanding features of this luxurious home was the number of elaborate mantels of choice woods. Fireplaces were a hobby with the captain, who had comfort and beauty.

HERE, ARE six fireplaces, all different. Surrounding the fireplaces are the woods of mahogany, walnut, maple and rosewood. The shutters in the four-story structure are rosewood. Panelling in the rooms is of polished redwood. Philippine mahogany and other rare woods. The washbowls are marble.

Tilings of the six hearths [illegible] ceiling, each from [illegible] European or Asiatic variety.

High over the gingerbread exterior is the colonial dome or cupola. Flavel could watch the mouth of the Columbia River through his spyglass from this commanding position.

IN 1887 Flavel retired from business. He had been honored, adored by public and press for years. Yet, less than a year after he retired, the shippers that he had served so well express a desire for his services again — even though he demanded high rates.

After a short illness, he died on July 3, 1902. His obituary stated that he was worth over a million dollars. His wife and three children survived him. The last Flavel to reside in the mansion was Miss Nellie, who died in 1929 (born 1856).

The Captain's great-grand-daughter Patricia deeded the house and lot to Clatsop County. The county used the estate as a park, seats in the Clatsop County Historical Society, and to day the house and lily-pond grounds attract thousands of

Flavel House Hosts Victorian Arts Fete

By PENNY MADDEN
Of The Daily Astorian

The Clatsop County Historical Museum will assume the rose colored mental vision and the [illegible] high-buttoned dresses of its native Victorian era when the sixth annual Victorian Arts Festival opens at 1 p.m. Sunday. The afternoon of music and cultural displays will run until 5 p.m.

The age of Queen Victoria will be recreated both on the Flavel House lawn and inside among historical artifacts. Six hostesses — Harley Slusher, Mrs. John Haviland, Mrs. M.H. Cahill, Mrs. Ira Miller, Mrs. John Maki and Mrs. Vernon Larson — under the direction of Mary Louise Flavel and Mrs. Richard Middleton, adorned in Victorian costumes, will greet festival visitors.

In the museum garden Robert Biddle and Dudley Goff will present a vocal selection from 1:30 p.m. to 3:30 p.m. They will be joined by Betty Phillips and Dortha Barrett who will offer piano duos, by Martha Fleming and Fern Pratt [illegible] not only piano but organ duos and [illegible] harp. The Jeanne Maddox and [illegible] Folk Dancers will also perform outside during the time. In case of rain, the show will be moved to the museum basement.

While the musical presentation is taking place outside the Flavel House, inside wanderers will be treated to a silver tea beginning at 1:30 p.m. and running until 4 p.m., serviced by Mrs. Harry Flavel, Mrs. Ed Harvey, Mrs. Marshall Leathers, Mrs. William Foster, Miss Flavel, Vera Gault and Marjorie Halderman under the leadership of Mrs. Murray Smith. Mrs. Fred Bowers is the supervisor of the kitchen services.

[illegible] assisted by Anna Anderson, Louis Smith, Mrs. Don Rodewald and the Civil Air [illegible]

Throughout the museum there will be displays of paintings, needlepoint and art needlecraft, particularly in the hallways and the rooms of the upper floor. These will include [illegible] and rug [illegible]

[illegible] is bought as fruit and winners of the [illegible] varieties will be announced at 2 p.m. Musical Club will provide background [illegible] the museum during the afternoon, played largely [illegible]

[illegible] will be served in those who tour the home. The festival is coordinated by Adelaine Nather and Mrs. Ira Miller. Anna Anderson is the secretary.

Many business firms and clubs assist in sponsoring the Victorian Festival including the [illegible] Chit.

Columbia Stampede

Lucky Zampa 'Lived To Sail Again'

By TED STOKES
Journal Special Writer

The schooner Zampa cheated the Pacific graveyard of ships.

This American three-masted sailing vessel, which went aground July 17, 1904, was reported as the only ship ever to be towed off the north Pacific beach of Washington. The late was Point Ledbetter, up from Cape Disappointment.

The Zampa approached the mouth of the Columbia River on this late Saturday night of July 16 and was caught in a 75 mile per hour summer storm. The wind shifted from port to starboard and back again.

THE MASTER, Capt. Ledbetter, gazed at his crew [illegible] at work trimming [illegible]

The 205 ton sailing vessel was all right until midnight. Just after midnight she lost her rudder and went out of control. She had no cargo, just ballast, and was helpless against the sea and wind. She drifted farther up the north Washington shore line in the fury of the storm.

A crew member named George Nelson exclaimed that the waves chased us into the rigging. heavy seas washed over the main deck.

The captain had his wife and their babe on board. During part of the aimless drift in the storm, she stayed in the aft cabin. "She was the coolest one in the outfit," said Nelson, reports one news account of the [illegible]

THE ZAMPA, San [illegible] to Portland, neared the beach. "We could see lights on the shore. We were in the breakers before we knew it was impossible to stop,"

SCHOONER ZAMPA as she appeared hard aground on Point Ledbetter near Oysterville on July 17, 1904. Three master is believed to be only grounded ship ever to get off sands in region

said Nelson.

At about 2 a.m. the Zampa built in Port Madison, Wash., in 1887, and well known in Portland as a lumber carrier, went aground on Point Ledbetter.

Everyone stayed on board until morning daylight broke through the clouds. The storm had subsided.

[illegible] Everyone stayed on board until morning daylight broke through the clouds. The storm had subsided.

"By 9 am the tide had gone out and we were left high and dry about 200 feet from the moderate breakers." Someone said this section of Washington shore was called 'Potato Patch,'" said Nelson.

THE WEATHER now was mild and clear on this Sunday morning.

At the time, Nelson exclaimed to some beach dwellers that "... no doubt she will be a total loss." The residents of the area nodded in agreement.

One must regard the fact that the Zampa was too far inland to be towed off. He told Capt. Ledbetter of too many ships that had come ashore and were now [illegible]

On Monday morning an insurance adjuster came down from [illegible]. He said he was empowered to make adjustment for the loss. There were no [illegible]

A TUG BOAT was sent from Shubrador Bay to stand by and pull the [illegible] if the sands if such were possible. The adjuster was of the opinion by Thursday that to attempt to float her would cost as much as the vessel was worth. He wanted to offer the ship for sale as salvage where she rested.

On July 26, the owners and insurance people got together in San Francisco and agreed to attempt to pull her off the sands if possible.

The exact engineering details in a news account are more vague, but men and equipment arrived along with the tug Astoria.

A MARINE engineer in Astoria, familiar with ship wreckage, said recently that there was probably only one possible way the men got the Zampa off the beach in the summer of 1904. They threw a line from the tug to the Zampa during an especially high tide, and towed her to sea."

By mid-August 1904, the Zampa was off the Washington shore and at sea. According to a news account of the time the tug Astoria with Zampa in tow, arrived off the Columbia River mouth on Aug. 18. The schooner was towed up the Columbia River to the St. Johns drydock in Portland. On Aug. 19 the tug was headed back to Shoalwater Bay.

After repair in Portland, the Zampa went back as an ocean carrier for two decades and was finally lost at sea near Honolulu in 1925.

The hotel site was close to where the Pacific seasons of gaiety until 1906, [illegible] the [illegible]

NUMBER 1 IN A SERIES

HERE'S WHERE IT ALL STARTED . . .

Exchange Street, between 9th and 10th, looked like this just a few short months ago. Nine buildings were removed, some dating back many, many years, to make room for the new Daily Astorian building scheduled for completion this fall. ael tondown early 1970.

The Daily Astorian's faith in the future of the great Sunset Empire is evidenced by our investment in this new plant and equipment. We're proud to be growing with this area. super-horse 100 press

Watch for more progress reports ...mail room [illegible] Remember Sunday home [illegible]

THE DAILY ASTORIAN

Young British Tourist Has Active Astoria Visit

Not too long ago the Bell Telephone System began using the slogan "The telephone is ubiquitous." The same thing could be said of young John Jacob Astor VII during his visit to Astoria. He seemed to pop up all over the place, not prominently, but usually somewhere in the background tending to his own affairs while the celebrations went on around him. Occasionally he found himself the center of attention, as when he was surrounded by young female admirers at John Jacob Astor school. All in all, his conduct during the week was exemplary, and he must surely have found many of the adult affairs uninteresting. The sole misfortune occurred on his last day in Astoria when he lost the camera he is shown holding in several of the above photos. Anyone finding it is requested to turn it over to Mayor Shoaboch who will forward it to him. (Daily Astorian Photos)

Young British Tourist Has Acti

The ASTORIA COLUMN — Harold Hughes

...week. Fifty-six W. Welch (the "W." is r... Westerly there was a brisk westerly wind blowing when he was found first saw the light of day in the house on the hill, where the O. M. "Bill" Olsen family now live. Probably no other Astorian is so thoroughly identified with the old Astoria as Peter Welch unless it is Mayor Francis Hailey.

Peter's father was John W. Welch, Astoria river captain, cannery partner of the late P. J. McGowan and...

...ly. His grandparents were Andrew and Nancy Dickerson Welch who came to Astoria in 1851 from Oregon City. His uncles were J. Welch of the old Astor house, James Welch, inaugural agent ... steamboats from this district years ago.

The name of Grandfather Welch appears today on about half the property deeds between fourteenth street and the middle of Uppertown. He became half owner of the Shively donation land claim along with John Shively when he c... here in 1850.

This week Wes Welch returned ... Mr. Pete W. Welch ... vet... of two World wars. From the first World war he emerged with the double rating of airplane pilot and airplane observer, along with the unofficial title of one of Billy Mitchell's boys. A few months ago he returned to his present home in Portland after serving with air force command at Ralph Intrepid in the second World ...

Names like Tex Rankin, Sen. George Chamberlain, Billy Mitchell, Jesse Reitzer, the wireless tycoon of other days, movie and congressmen from many cities and states ... around very commonplace when the major gets into conversational ...

The first time Peter Welch returned to Astoria after having been in his early boyhood was along in 1907. To the resounding plaudits of press and public of "home town boy makes good," Peter addressed himself to the establishment and building of the first wireless station Oregon or Telegraph hill overlooking today's Port of Astoria terminal grounds. Not a vestige of the old station now remains—not a sight but the foundation pilings of the wireless masts are still in the basement of Carl Pautzke's home ...

(Continued on Page 2 - No. 3)

Obituary Notices

LOCAL ... ENGAGEMENT

Funeral services for Edgar G. Grashorl, 61, pi... nent native As... ia, be held Saturday at 1:30 p. m. at the Memorial chapel of the Hughes-Ransom mortuary.

The Rev. Philip R. Lewis, pastor of the First Presbyterian church, will officiate and burial will be on the family plot in Ocean View cemetery.

Serving as honorary pallbearers will be Dr. Arthur Van Dusen, A. C. Hutton, Dr. S. H. Hoskins, W. P. Bliven, Peter Paulsen and Henry K. Klingler. The casket bearers will be Richard Schroeder, William P. Crane, Theodore Christiana, Harold W. Dahlgren, Jay D. Hendricks, ... son and Elton Isaacson.

HERMAN HENSALA

Funeral services for Herman Hensala, 75, Seaside, will be held Saturday at 1:30 p. m. at the Seaside Community church. The Rev. Harold S. Shellhart, pastor, will officiate and burial will be in Ocean View cemetery.

Serving as casket bearers will be Carl Olson, Emil Rose, Jack Norris, Frank Justin, John Ottman and Wayne Lampi. The services are under the direction of the Hughes-Ransom mortuary.

Oldest Native Astorian Dies

Mrs. Lillian Combs Dunbar, 88, R... Desert, Centralia, ... the oldest living native Astorian, ... died Tuesday afternoon in a local hospital where she had been undergoing treatment the past nine ... to-10th.

She was the widow of the late Frank I. Dunbar, prominent Astoria businessman and for ten years secretary of state of Oregon, who died in September, 1945.

Mrs. Dunbar was one of Astoria's best known pioneers and was the daughter of Capt. and Mrs. Alfred Crosby, prominent pioneer residents here.

Father Was Bar Pilot

Capt. Crosby was one of the ... pilots here, in the 1880's.

He shipped lumber to a ... on A... from around Cape Horn and ... was built in 1858 at Cape Ca... a lofty tree and sprig were ... ne... means of the joints being fastened with pegs.

The... house stood at the northeast corner of Smith and Concord ... where it was torn down in 1926 to make way for a service station. Mrs. Dunbar was born on Duane street on October 3, 1862.

Married in 1888

Mrs. Dunbar was a ... ber of Grace Episcopal church. She was confirmed in 1886 by Bishop B. Wister. Mass, when the church stood on the site of the present Rossman building at Eighth and Commercial.

She was married to Frank Irving Dunbar October 16, 1888, in Seattle. She lived in Astoria all of her life except for a few years at the turn of the century when she lived in Salem while Dunbar was serving as secretary of state. ... was in business here for many years, being active in the operation of Astor's Abstract company, one of Astoria's oldest business houses.

Parents From New England

Mrs. Dunbar's parents were natives of Maine, Lunette, where her father was a ship ... captain at an early age. The Crosbys ... ttled Astoria in the early 1850's.

Her honored name in Astoria ... ord... ounty circles is ... being electe... secretary of state.

The ... ivors are three nephews, Alfred P. Crosby, ... ames F. ...

Dec. 29, 1950

Long Fire Service

... at factory for which funeral ser... e were held this morning ... ...ston Hose No. 1 will be served with ... new motor by the Astoria Engine company, ... The old Ast... ria engine ... volunteer fire department.

ALSO LIKES COAL

To the Editor, Your editorial, about the "Scent of Burning Coal," along with the beauty of your expressive and ... concerning a "bus passenger," and his memories about the smell of coal smoke, caused me to become stirred, on account of a similar feeling.

Almost everything in the world has been romanced about—yet I supposed that no one had myself had ever become delighted with the tarry fragrance of coal smoke.

I shall not ever forget my beginning acquaintance with its pleasing scent. Seventy-seven years ago, my parents had moved to Astoria. And upon reaching there, for one night we stayed in the old "Parker House." On the following morning while I was gazing from our hotel's open window which was fanning the west, on the water front's beach appeared a wonder—a steamboat that must ... floated in on the ... flood tide, purposely ... sort of repairing its ... hull was completely ... From this steamer ... this stream of smoke was lazily ... ascending and drifting on the ... air, it wafted over towards me ... and I got my first scent of something that I had not ever perceived before and—it smelled good!

Since then, to this day, whenever I get a whiff of coal smoke my sensorius feelings carry my thoughts back to this picturesque scene; because of this agreeable scent of burning coal. Moreover this pleasing and delicate phenolic odor that is in the smoke comes from an ugly organic material from which curative medicines are made. Also colors brilliant as the rainbow, and scents delightful as lilies and roses.

JOHN TRULLINGER.
1923 S. E. Ash street.

Centennial Stamp Issue

GREETING AND PROCLAMATION

WHEREAS:

Astoria was the site of the first post office west of the Rocky Mountains, and

WHEREAS:

Astoria has the privilege of issuing the Oregon Centennial Statehood Commemorative Stamp, and

WHEREAS:

The Vice-President of the United States, the Governor of Oregon, the Special Assistant to the Postmaster General, the Secretary of State, the State Treasurer, and Legislators, of the State of Oregon represent our Federal and State Governments, and

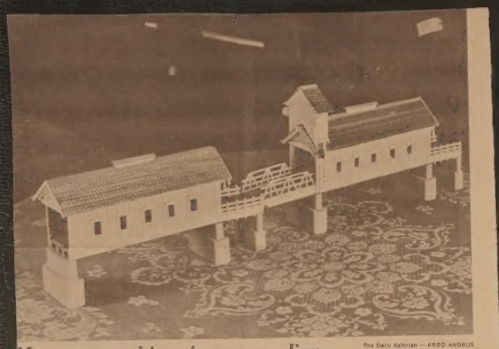
WHEREAS:

These, and other distinguished guests and all people present are come together to recognize the first official celebration of the Oregon Centennial observance.

THEREFORE:

I, as mayor of the City of Astoria, greet all persons present and hereby proclaim today, February 14, 1959, to be set aside as a most memorable and historic occasion, — looking forward into Oregon's expanding future.

Harry M. Steinbock



The Daily Astorian — FRED ANDRUS

Museum gets historic span replica

Bridge model presented

The Clatsop County Historical Museum has received a model of the old covered wooden drawbridge that carried Highway 30 traffic across the John Day River from 1918 to 1933.

The model was made by Charles B. Saucy, Portland, who saw an old photograph of the bridge and decided to make a model of it for the museum.

Saucy, a native of Switzerland who came to the U.S. at the age of six, was reared in Lebanon, where there were five covered bridges. He has made models of all of them.

The John Day bridge had two wooden truss spans, each one foot long and between them was a single leaf bascule lift span operated by a windlass aided by counterweights hanging on each side of a tower on the end of one of the truss spans.

The bridge was erected by Portland Bridge Company in 1918 and was the most northerly covered bridge ever built in Oregon, as well as one of very few ever built on a major highway.

It was built because of the scarcity and high price of steel in World War I, and lasted 15 years, until replaced by the present structure in 1933.

History Unit Seeks Space For Exhibits

The Clatsop Historical society Thursday adopted a resolution requesting the county court to grant the request for space in the Flavel building to house historical exhibits belonging to the society.

It is the desire of the society to reactivate the ... section of the Clatsop County historical library and material be removed from public view for the history of the town.

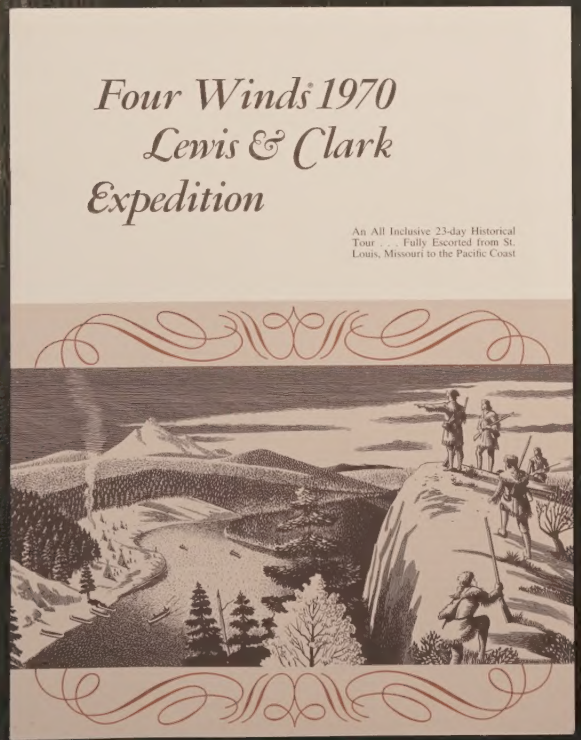
When the museum quarters are put up in the proposed memorial library, the historical society will move all of its growing collection of relics.

A financial committee for obtaining funds to maintain the Flavel building quarters is to be appointed by Walter Johnson, president. He reported to the Julian meeting Thursday night the membership campaign is showing results. Fifty members were present, the largest number in recent years.

Johnson said that he understood that the Red Cross would continue for a time to rent in the Flavel building.

All members of the organization received a copy of the history of Fort Stevens as written by its commanding officers.

Mrs. Polly McKean Pratt, who has been a lifelong member and one of the most vigorous students of local Columbia history, sent the society by letter in which she discussed the history of the fort group.



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The Mysterious Treasure Of Neah-Kah-Nie

Jan 17 1965

By Ron Sanford

A HUGE "CANOE WITH WINGS" wrecked on the rocks . . . strange looking objects and countless items on the beach . . . a huge chest carried ashore by many men and buried on the side of a mountain . . .

Indians for generations have passed down the legend of the Neah-Kah-Nie treasure, and the people around Nehalem and the Manzanita beach area know the tale well.

Neah - Kah - Nie is a beautiful mountain located on the Northern Oregon coast. To the west its high and precipitous cliffs face the Pacific, and in spots the rolling hillside glide gracefully down to meet the pounding surf.

It was near the base of this mountain that one of the first shipwrecks on the Oregon coast occurred. The date of the wreck is thought to be about the years 1787 from markings on great chunks of beeswax found in the area years ago. Many pieces have been found with Roman and Arabic figures indicating this fact.

HOWEVER there is much speculation on the mysterious beeswax which was dug out of the sands of the seawall from Nea-Kah-Nie mountain to the south for a distance of three miles. Pioneer settlers say they found chunks weighing as much as two hundred pounds, others small and candle shaped. When the natives found they could get money for the beeswax they immediately became wealthy. Even the settlers would transport the beeswax to Astoria and Portland to make wages.

A second ship that met its end off the rugged coast forms the basis for the story of the Nea - Kah - Nie treasure. The Indians tell of a huge "canoe with wings" wrecked on the rocks, leaving many strange articles up and down the beach; of the group of men who slowly made their way up the side of the mountain carrying a large box.

The actions of the strange talking men in funny costumes were confusing to the natives. Why would these men carry such a heavy box to this spot and put it in the earth? As they watched from their secret hideaway a loud explosion echoed over the mountain side, knocking one of the men down. The victim was a huge negro who had been doing most of the digging.

THE BIZARRE scene made the natives even more afraid of the strangers, but the terrified Indians kept silent and hidden knowing discovery would mean harm or death. No people have ever held more sacred fear of the dead than these coast Indians. Somehow this was known by the white men and they knew their treasure was safe. Burying both the chest and the slain Negro the group made their way back down the mountain.

The legend goes on to say these men built cabins and lived a long the natives for quite some time. Later, due to a misunderstanding between the Indians and the foreigners, a war broke out and all of the white men were slain.

EACH MONTH someone new arrives on the scene to look for the Neah - Kah - Nie treasure. The search has not been confined to local residents, for men have come from as far as Idaho, Montana and Washington.

THIS IS ONE OF THE large chunks of beeswax which have been found around the Manzanita Beach area. The figures "67" carved in the beeswax probably mean 1767, and could have been the cargo of a wrecked Spanish galleon. —Photos courtesy of Kathy El Yeed from the book "Lost Mines and Treasure of the Pacific Northwest."

ABOVE ARE two rocks dug up by Pat Smith, around 1870, on Manzanita Beach near Nehalem Cove. Nobody has been able to figure out just what the strange markings—arrows, initials, dots, and crosses—really indicate. At right is a large rock from the same area, with triangle, various letters, arrow and dots, and with the date 1632 cut into it. Perhaps if someone deciphers these markings they can find the treasure which is there, according to Indian legends.

Some have spent a summer vacation to their search, others years.

Nearly every device available has been used in search of the treasure. Once a shaft as deep as 30 feet was dug when the treasure hunters knew an earthquake had covered the treasure, stopping only upon hitting hardrock. In 1931, two men lost their lives in a cave in while excavating a hole in the mountainside where they thought they had the treasure pin-pointed.

Several years ago S. C. Read had some men clear his land for a garden and while unearthing a huge stump they discovered a chunk of beeswax under its roots. The location was too far from the ocean to have floated in. The size stump indicated the tree was large and was felled many years before.

Later, another stump was blasted out and in the dirt a workman found two crudely shaped bronze handles, adding more spice to the Neah-kah-Nie treasure story.

ONE OF THE FIRST men to give serious thought to the legend was a William Snyder, who spent nine years in all hunting for the treasure. Snyder had several clues to search by, derived from rocks found by Pat Smith, an earlier treasure hunter. One rock had eight dots in the direction of an arrow, the second rock had two dots and an arrow pointing to the larger rock when found.

Keeping his work and thoughts to himself, Snyder talked to no one about his project, not even to the man who befriended him by giving him the land to build a cabin close to where he wanted to search. Through mathematical calculations he came to the place where he knew the treasure was.

After nine long summers he was at last upon his treasure. For hours he worked, he began digging with renewed confidence when he heard a muffled hollow sound. He knew that deep rocks did not sound hollow. He dug faster knowing that under the rock was the long sought dream that would end his years of searching in success and wealth.

Then, with all of his strength, he lifted the rock out, only to find a beaver had tunneled under the rock, hence the hollow sound. It was with instant bitterness that Snyder left the scene, the treasure and the area.

THE TREASURE of Neah - Kah - Nie has been told time and time again, with the number of buried chests growing from one to six and worth as much as $1,500,000.

Another legend tells of several ships at battle; one ship could have been a Spanish beeswax ship, another an Oriental trade ship, thus explaining the teakwood found in the sands, as well as Chinese coins. One resident of Manzanita beach has made furniture from the wood salvaged from the sands.

Whether the coins and the beeswax had any connection, it is interesting to note that Indians tell of more than one ship meeting its end on the rugged coastline. Years ago several thousand dollars in Spanish gold coins were found by a miner at Gold Beach; these coins dated between 1733 and 1734. Cannon Beach gets its name from a number of cannons found off shore.

TIME AND THE shifting sands often reveal items of great interest. If you should desire to take a weekend trip to the Nehalem area and enjoy a walk on the beach, be sure to keep a sharp eye open for coins, beeswax or a piece of wood that may mean the discovery of an old galleon or part of one of the hundreds of ships that have since gone down in the graveyard of the Pacific.

Proposals For A Museum

Submitted herewith are a pair of communications which have come in as letters to the editor. Inasmuch as they are unduly lengthy for our letters-to-the-editor column and inasmuch as the subject is one of considerable public interest, we are publishing them here in the nature of guest editorials.

FROM MR. JOHNSON

To the Editor:

I am in accord with the objections stated in your recent editorial to the use of the Flavel residence as a memorial library. But these objections can also be considered as arguments in favor of the preservation of the Flavel home as a memorial museum, which I feel would fulfill the desires of the citizens who are objecting to the Veterans Memorial library being constructed on the 10th and Duane street site.

Taking the arguments against the Flavel site in the order published in your editorial:

1. A Flavel Memorial museum, as practically all museums, would remain open only during certain hours of the day. The majority of our museums are open only during the hours of 1 to 5 p. m. of Wednesdays, Saturdays and Sundays. This would eliminate any objection to the site being in a quiet neighborhood or near the county jail.

2. The matter of public access or patronage would not be material. Tourists and residents would visit a museum or historical site regardless of its location or accessibility.

3. The only other agency using the Flavel home at present is the Red Cross and its occupancy would in no way interfere with the use of the remainder of the building for a museum.

4. Although the Flavel building may be worthless for library purposes, it can easily and readily be converted into a museum with little expense. The entire building is more valuable for museum use in its present construction than if it were one large hall, as the various rooms can be used to display exhibits of different periods of our early history, such as an "Indian Relic Room," "Lewis & Clark Expedition," "Astor Expedition," "Pioneer Room," etc. The majority of museums throughout this country are similar in construction to the old Flavel home.

5. By preserving the Flavel building, we will have the beginning of a future public square or park, with the post office, court house, museum, and perhaps two other blocks to the east as a public park.

Objections 6 and 7 are arguments which do not in any way affect the use of the Flavel residence as a memorial museum.

The Veterans Memorial library program is one that should be supported by everyone. It would not only be an excellent memorial to the veterans but would fill a real need for a library in this county. It has been proposed that after the requirements for a county library have been met that an addition would be made to that structure to contain a museum. Before this entire program could be completed, it may take quite a few years.

The need of a museum is also imperative. We have the Flavel residence that is ideally situated and constructed for this purpose, which can be maintained at very little cost for many years. The occupancy of this building as a museum would permit an adjustment in the plans for a Veterans Memorial library and require less funds to complete their program.

Astoria and Clatsop county as a whole have been too quick and unthinking in tearing down and destroying our historical past. Historical exhibits are being lost daily because there is no place to store and preserve them. Let us all do our utmost to aid in the Veterans Memorial library program but let us also think twice before we destroy one of the few remaining exhibits of our great historical past. The Flavel home must be preserved as a memorial to that gallant captain who was the father of shipping and maritime commerce of the Pacific northwest.

Very truly yours
Walter G. Johnson.

News From
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SUGGESTED READING LIST FOR LEWIS AND CLARK TOUR MEMBERS

STANDARD REFERENCE WORKS:

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Fisher, Vardis. Tale of Valor (Doubleday & Co., Garden City,NY,1958)
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Meals: All meals are included, beginning with dinner on the evening of the first day in St. Louis through breakfast on the morning of the 23rd day in Portland. Many meals are a la carte; some meals will be taken in your hotel dining rooms, some in fine restaurants; others will take the form of picnics and barbecues outdoors, plus camping cookouts during the "Wilderness Waterway" cruise.

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